The Bombay Gazette.

[With Supplement

No 9,683—New Series. BOMBAY:—TUESDAY, DECEMBER 2, 1879.

THE BOMBAY GAZETTE.

THE Rates of Subscription to the *Bombay Gazette* are as follow:—

To Subscribers in Bombay—*Delivered free.*

	In Advance.		*In Arrear.*
Per Annum	Rs. 48	Per Annum	Rs. 50
Half-yearly	25	Half-yearly	31
Quarterly	13	Quarterly	16
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Ten Lines and under—

First insertion	Rs. 5 0
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A line; but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion ..... 8 As. per Line.
Second do. ..... 4½ „ „
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In the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time special contracts may be made.

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Not exceeding three lines	Rs. 1-0
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Advertisements exceeding five lines will be charged or at our present ordinary rates.

No Advertisement will be inserted for less than *One Rupee*, and payment must in all cases be made in *Cash*.

DOMESTIC OCCURRENCES: EACH—TWO RUPEES.

"BOMBAY GAZETTE" OVERLAND SUMMARY.

Subscription for one Year, *Post Free in India*, Rs. 12. Postage to England, Rs. 6-8.

Price per Copy..... As. 4.

All Cheques, Money Orders, and other Remittances should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (LIMITED)
WILL DESPATCH STEAMERS AS FOLLOWS:—

FOR COAST AND CALCUTTA.

S. S. AFRICA, 2,032 Tons, on SATURDAY, 6th Dec., 1879, at 3 P. M., calling at Ratnagherry, Vingorla, Goa, Carwar, Coompta, Mangalore, Cananore, Tellicherry, Beypore, Calicut, Cochin, Alleppey, Tuticorin, Colombo, Galle, Negapatam, Pondi hery, Madras, Cocconada, Visagapatam, Bimlipatam, Gopalpore, False Point Pooree are called at in the foregoing or any order.

Conveyance to the Nilgherry Hills.—The steamers are timed to reach Beypore at daybreak, and arrangements have been made for a train to leave Beypore specially in connection with the steamers' arrival to convey passengers right through to Mettapolium, where they will arrive at 7-45 p. m., and after staying for the night can proceed up the Ghat early the following morning.

FOR CUTCH MANDAVIE AND KURRACHEE.

S. S. VINGORLA, 578 Tons, on MONDAY, 8th Dec., 1879, at 10 a.m.

FOR KURRACHEE AND PERSIAN GULF.

S. S. CALCUTTA, 863 Tons, on THURS. DAY, 4th Dec., 1879, at 4 p. m., calling at KURRACHEE, BUNDERABBAS, LINGA, BAHREIN, BUSHIRE, FAO, and BUSSORAH, in the foregoing or any order.

FOR LONDON, VIA SUEZ, ALGIERS AND LISBON.

S. S. JAVA, 1,465 Tons, on TUESDAY, 16th December, 1879, connecting at Aden with S. S. AGRA, 1,907 Tons.

Saloon passage..... ...Rs. 500
Second do. passage..... „ 325

The Agra is due in London about 22nd January. Transfer at Aden made by Company.

FOR NATAL, MOZAMBIQUE, ZANZIBAR, ADEN, HODEIDA AND JEDDAH.

S. S. JAVA, 1,465 Tons, on TUESDAY, 16th December, 1879. Cargo and Passengers for Hodeida and Jeddah can be sent by this steamer at through rates. A favourable opportunity of passage to Natal is offered, as the Union Company's steamer is timed to leave Zanzibar for Natal within 24 hours of Java's arrival.

MACKINNON, MACKENZIE & Co.,
Bombay, 29th November 1879. Agents.

STEAM COMMUNICATION WITH ITALY VIA SUEZ CANAL.

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

THE REGULAR STEAMERS LEAVE GENOA and BOMBAY on the 26th, on the 1st *of each Month.*

PASSENGERS' RATES FROM BOMBAY.
(Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.	
Aden	Rs. 210	Rs. 150	Rs. 40	Without food.
Suez	360	230	80	
Port Said	360	240	90	
Messina	500	340	140	
Naples	500	340	140	
Leghorn	500	340	140	
Genoa	500	340	140	
Marseilles	550	350	145	

Including Wines

Children under 8 years, free of charge; Children not above 10 years, half fare.

Passengers' heavy Baggage will be delivered in LONDON FREE of CHARGE to the extent allowed in the Handbooks. All extra Luggage will be charged for at rates which can be learnt from the Agents.

NEXT STEAMERS FROM BOMBAY:—
SINGAPORE, to sail on WEDNESDAY, 24th December, 1879.
ASSIRIA, to sail on THURSDAY, 1st January, 1880.
SUMATRA, to sail on SUNDAY, 1st February, 1880.
PERSIAN, to sail on MONDAY, 1st March, 1880.

All Steamers of this Company have large First and Second Class accommodation; and always carry a Doctor and a Stewardess on board.

The steamers of this Company, as a rule, start precisely at 10 a. m. Any unavoidable detention will, however, be advertised at least one day previously.

First and Second Class through Railway Tickets, from NAPLES to LONDON are now issued here at rates which can be learnt from the undersigned.

Cargo for Barcelona and Odessa, can now be booked at through rates.

For Hand-books of information, rates of freight, &c., apply to

C. GRONDONA,
Agent Rubattino Steam Navigation Company.
No. 2, Hummum Street.

Bombay, 21st November 1879.

HALL LINE OF STEAMERS.

S. S. RYDAL HALL, CAPT. LLOYD,
2,700 TONS, 400 H. P.
BOMBAY TO LIVERPOOL.

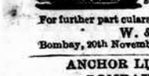
THIS Steamer will sail as above on 13th December. Her Saloon and State Rooms are all on Deck. Passage Money, Rs. 500.

For further particulars apply to

W. & A. GRAHAM & Co., Agents.

Bombay, 30th November 1879.

ANCHOR LINE—INDIAN SERVICE.
BOMBAY TO MARSEILLES.



THE S. S. INDIA, 2,289 Tons, 500 H. P., Captain Geo. H. Read, will sail from Bombay to Marseilles on TUESDAY, the 30th December. Passage Money, Rs. 400.

For further part culars apply to

W. & A. GRAHAM & Co., Agents.

Bombay, 20th November, 1879.

ANCHOR LINE.—INDIAN SERVICE.
BOMBAY TO MARSEILLES.

THE TRINACRIA, S. S., 2,107 Tons, 424 H. P., Captain White, will sail from Bombay for Marseilles on SATURDAY, the 6th December. Passage Money, Rs. 400.

For Passage, &c. apply to

W. & A. GRAHAM & Co., Agents.

Bombay, 7th November 1879.

STEAM TO COLOMBO.

THE AUSTRO-HUNGARIAN LLOYD'S S. S. WORWAERTS, Captain G. Marussig, will be despatched for COLOMBO on the 16th December, 1879.

The same steamer will leave Colombo for Bombay about the end of December.

For particulars about rates of single and return passages apply to

J. JANNI,
Agent, A.-H. Lloyd's S. N. Co.
Sassoon House, 7, Elphinstone Circle, Bombay, Nov. 27, 1879.

NOTICE.—HALL LINE of STEAMERS.—CONSIGNEES of CARGO, per S. S. RYDAL HALL, are hereby informed of the Steamer's ARRIVAL from LIVERPOOL, and are requested to present their BILLS of LADING and to TAKE DELIVERY of their respective GOODS without delay.

W. & A. GRAHAM & Co., Agents.

PATENT ROOFING TILES.

IN RED, DARK, or WHITE COLOUR, also in GLASS. About the same weight as Slates on the Roof and about 14 degrees cooler. Easily and securely fixed. Stow loose. Light for freight. These Tiles are used in Bombay upon the New Secretariat, Public Works Office, Post Office, University Senate Hall, Native General Hospital, Mr. Cutler's Mody Bay Ice Factory, &c., &c.

For particulars address to THE BROOMHALL TILE and BRICK COMPANY, LIMITED, Cox's Wharf, Blackfriars Bridge, London, S. E.

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

THE following or other Steamers will be despatched for EUROPE:—

Vessels.	Tons.	H.P.	Captains.	1879
VENETIA	2256	450	J. Orman	5th Dec.
(c) KASHGAR	2021	450	E J. Baker	15th do.
SUMATRA	2488	450	R. F. Briscoe	22nd do.
				1880.
(c) TEHERAN	2589	400	A. H. Johnson	3rd Jany.
(c) CATHAY	2382	450	R. Harvey	10th do.
ZAMBESI	2431	370	A. Symons	17th do.
(c) PESHAWUR	3781	600	C. A. White	24th do.
SURAT	3141	530	W. E. Breeze	31st do.

Passengers are booked to ADEN, SUEZ, BRINDISI, ANCONA, VENICE, MARSEILLES, MALTA, GIBRALTAR and SOUTHAMPTON by every Mail. The Steamers marked (c) proceed direct to Southampton. By the others Passengers change vessels at Suez, and those for Brindisi, Ancona, Venice, and Marseilles are conveyed by Rail from Suez to Alexandria.

A Launch leaves the Company's Dock Head, Mazagon, at 3 p.m. on the day of sailing.

For Passage, &c., apply to

ADAM TAIT,
Bombay, 26th November 1879. Acting Superintendent.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

THE following Steamers will be despatched for the above ports, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta:—

Vessels.	Tons.	H.P.	Captains.	
BOKHARA	2932	450	W. D. Anderson	9th Dec.

A Launch leaves the Company's Dock Head, Mazagon, at 3 p.m. on the day of sailing.

For Passage, &c., apply to

ADAM TAIT,
Bombay, 26th November 1879. Acting Superintendent.

STEAM TO KING GEORGE'S SOUND, ADELAIDE, MELBOURNE, AND SYDNEY, CALLING AT GALLE.

THE following Steamers will be despatched for the above ports:—

Vessels.	Tons.	H.P.	Captains.	
SIAM	3014	500	G. N. Hector	5th Dec.
ASSAM	3033	500	N. Stewart	2nd Jan. 1880

A Launch leaves the Company's Dock Head, Mazagon, at 3 p.m. on the day of sailing.

For Passage, &c., apply to

ADAM TAIT,
Bombay, 26th November 1879. Acting Superintendent.

QUEEN INSURANCE COMPANY.
CAPITAL,
TWO MILLIONS STERLING.
FIRE RESERVE FUND ... £261,444

Fire Premiums after deducting Re-insurances..	In 1870	£139,808
	„ 1873	£295,149
	„ 1877	£450,883

POLICIES issued and CLAIMS promptly paid without reference to Head Office, by

KILLICK, NIXON & Co.,
Agents.

SALES BY AUCTION.

CRAWFORD AND COMPANY,
2, MARINE STREET, BOMBAY.

THIS DAY, TUESDAY, the 2nd December, sale commencing at 2 p.m., Messrs. CRAWFORD & Co. will sell by Public Auction in the house No 62, in Tale Gulloo, behind the house of Jeswa Easub, opposite the Sir Jamsetjee Jejeebhoy's Hospital, the following machinery:—

1 10 Horse Power boiler and engine.
1 Wheat grinding mill 34 feet with sieve.
1 Cocoanut pressing roller.
1 Shed and other materials.

SALE OF SUPERIOR TEAK SCANTLINGS.

THIS DAY, TUESDAY, the 2nd December, at 4 p.m., Messrs. CRAWFORD & Co. will sell by Public Auction at Tank Bunder by order of Bhugwandass Bagla, Esq.

Ex S. S. Ellora.

About 150 tons superior teak scantlings of various sizes. In small lots to suit the purchasers.

AUCTION SALE OF ENGLISH MADE GOLD JEWELLERY.

Messrs CRAWFORD and Co. have been instructed to sell by Auction at their rooms on SATURDAY next, the 6th December, at 8 p m., a consignment of English made gold jewellery consisting of

Gold Bracelets.
„ Brooches.
„ Earrings.
„ Albert chains.
„ Neck chains.
Chatelaine Watches, &c., &c.

The above are all of the best manufacture and will be found suitable for Christmas presents, &c., &c.

SALE OF CONTRACTORS' TOOL, PLANTS, TIMBER, &c., AT NESBIT LANE, BYCULLA.

Under instructions from Messrs. GLOVER and Co, Messrs. CRAWFORD and Co., will on a date to be hereafter fixed, sell by Public Auction at their premises in Nesbit Lane, Byculla, the whole of their plant, tools, &c., comprising crab winches, lorry wheels, rivet forges, smith's bellows, smith's fitters' and carpenters' tools, anvils, swage blocks, cramps, stone clips, and clamps, metal, sledge and steel quarry hammers, scotkies, screw and augers, cross cut and pit saws, iron rails, chairs, crossing, points, wagon springs, wagon frames, and iron work, railway lamps, signal and other lamps, naptha lamps, iron chains of sizes, 1, 2, and 3 sheave iron blocks of sizes, screw jacks of sizes, screw and drill bars, tamping rods, bench vices, galvanized iron curved cup bolts, nuts, washers, and rivets, galvanized iron water buckets, gummels, fire bars of sizes, leather belting of sizes, spades, shovels, mud scoops, picks, manilla and coir rope, fuse, India rubber, suction hose, iron oil tank, air pumps, square and round pine and junglewood logs, teak and junglewood planks, boards, and rafters, teakwood travellers, railway keys, mallets, sandscreen's, cane and bamboo baskets, sundry iron, &c.

SALE OF UNSERVICEABLE ORDNANCE STORES.

Under instructions from The Commissary of Ordnance, Messrs. CRAFORD & Co. will sell by Public Auction at the Bombay Arsenal on FRIDAY next, the 5th December, at 2 P. M. A quantity of unserviceable Ordnance stores.

SALE OF VALUABLE LANDED PROPERTY AT BYCULLA, NEAR THE BYCULLA HOTEL.

Under instructions from the Administrator-General, Messrs. CRAWFORD and Co. will sell by Public Auction on the premises on SATURDAY, the 6th day of December next, at 4 p.m., the undermentioned valuable landed property belonging to the estate of the late Mr. Jamsetjee Hormusjee Pestonjee Bottlewalla.

All that piece or parcel of land or ground together with the two messuages, tenements, dwelling-houses or bungalows with their respective outhouses standing thereon, situate, lying and being at or near the Byculla or Clare Road, in the vicinity of the Byculla Race Course, in the sub-district of Mazagon, in the town of Bombay, containing by admeasurement 7,000 square yards or thereabouts, and registered in the books of the Collector of Assessment under Nos. 4 and 4a, and bounded on the east by a passage belonging to and used by the owner of this property, jointly and in common with the owner of the adjoining property, on the west by the property of Mr. James Flynn, on the north by the property of Mr. Rustomjee Hormusjee Bottlewalla, and on the south by the property of Mr. John Treacher, and which said premises are partly occupied by Mr. Gubbay and are partly vacant.

For further particulars, conditions of sale, and inspection of Title Deeds and plan, application may be made to the undersigned.

FOR SALE.

A few barrels fresh Belfast ham just received per steamer Columbia and Britannia.

CRAWFORD & Co.

Bombay, 2nd December 1879.

BENNETT AND COMPANY.
No. 4, FORBES STREET.

TO-MORROW, WEDNESDAY, the 3rd December next. 1 p m., Messrs. BENNETT & Co. are instructed to sell by Public Auction, at Marine Lines, the valuable and handsome French polished teakwood and blackwood household furniture, best plate and wares, rich crockery and glassware, sets of double and single harness, military and lady's side saddle, express rifle, gun, pistol, &c., a large collection of choice and rare plants in tubs and pots, &c., the property of the late Captain J. Becke, the same comprises rich engine turn pattern glassware, handsome dinner, dessert and tea services, best plated wares, such as dish covers, curry dishes, cruet, pickle, and decanter stands, ice-pitcher, claret jug, biscuit box, waiters, ice and sugar tongs, table piano and chamber candle-sticks, cutlery, &c., handsome black wood and teakwood French-polished household furniture, such as round dining table, book-press, side board, circular, round, pier, writing, dressing side, tripod and card tables, mallet pattern arm chairs, easy, reclining, drawing and dining-room chairs, whatnots, centre ottoman, hanging and table kerosine lamps, flower vases, rich ornaments, iron sun-post tedesleads, with mattresses, pillows, quilt, punkahs, &c., mahogany chests of drawers, wardrobes, clothes and gown presses, washing and dressing tables, dressing and cheval glasses, cambay carpets, persian rugs, bathing tubs, reclining couches, towel horses, dispense articles, and cooking utensils, &c., &c.

Catalogues are published and the property is now on view.

N.B.—The plants will be sold at 5 p.m. on the same day.

AT 2 P.M.

THE PROPERTY OF ANOTHER GENTLEMAN.

1 English-built self driving phaeton with moveable coach box and a pair of fast-trotting chesnut Arab horses.

On the 6th December next, Messrs. BENNETT and Co. will sell by Public Auction at their rooms a consignment of W. and A. Gilbey's wines and spirits by order of the concerned and on account and risk of Messrs Forbes and Co. consisting of Champagne, Saumur, Moselle, Sauterne, Port wine, Sherry, Claret Madeira, Burgundy and Sundries Liquours.

N. B.—The above wines will be sold privately also by dozen on applying to the undersigned.

On SATURDAY, the 6th December next at 2 p. m. Messrs. BENNETT and Co., are instructed to sell by Public Auction, at their rooms by order of the concerned and on account and risk of A R. Shuruf Ally—

A K S—24-36-45-46-48—5 cases butter.

On account and risk of B. K. Nandoolkar.—

B K N—125-43—19 cases glassware and hardware.

BONA-FIDE SALE.

On WEDNESDAY, the 10th December next, at 1 p.m., Messrs. BENNETT & Co. are instructed to sell by Public Auction at Cumballa Hill, the very valuable and handsome blackwood and teakwood richly carved F. F. household furniture (made to order) best electro-plated crockery and glassware, a sweet-toned mahogany grand square pianoforte by S. Rose and Co., an English-built 4 seated open carriage, an English-built glass fronted miniature brougham, a pair of handsome fast-trotting bay Australian horses, a fast trotting chesnut Cape horse, sets of single and double harness (if not previously disposed of by private sale), large pier glasses in gilt frames, English brass bedsteads, rich table ornaments, a collection of choice and rare plants in tubs and pots, &c., &c., the property of John Macpherson, Esq., Barrister-at-Law.

Catalogues will be published and the property will be on view 4 days before the day of sale.

N.B.—The plants will be sold at 6-30 a.m. on the same day.

GREAT SALE OF BOOKS.

On THURSDAY the 11th and FRIDAY the 12th December next, at 1 p m., Messrs. BENNETT and Co. are instructed to sell by Public Auction, a very valuable library of choice and rare books, consisting of over 3,000 volumes. The sale will take place in the upper saloons of Messrs. SOUNDY and Co.

Catalogues are published and the books are now on view.

BENNETT & Co.

Bombay, 2nd December 1879.

COPPER-PLATE PRINTING ENGRAVING, &c.

VISITING CARDS, Invitation Cards, Wedding Cards and Envelopes, Cheques, Bills of Lading, Office and Bank Seals, Seals for Stamping Envelopes, &c., engraved to order at moderate prices.

Also,

WOODCUTS of every description engraved at shortest notice and at moderate prices.

Specimens may be seen at the "Bombay Gazette" Office.

NOTICES.

GAIETY THEATRE, BOMBAY.

PROPRIETOR.....Mr. C. S. NAZIR.

UNDER THE DISTINGUISHED PATRONAGE OF H. E. THE GOVERNOR OF BOMBAY.

ARRIVAL OF COMPANY.

MR. NAZIR has the pleasure to announce the arrival of the English Comedy and Burlesque Company, consisting of the following Artists:—

Mr. H. R. Tresdale	Of the Prince of Wales's Haymarket, Lyceum, Globe, Vandeville and Gaiety Theatres, London.
Mr. Charles Cartwright	Of the Lyceum and Duke's Theatres, London, Liverpool and Manchester Theatres.
Mr. R. Standish Sievier	Of the Theatres Royal Dublin, Nottingham, Plymouth and Cardiff.
Mr. John S. Hewitt	Of the Theatre Royal, Brighton.
Mr A. B. Tapping	Of the Bristol, Sheffield and Leicester Theatres.
Mr. A. J. Levey	(Musical Director) of the Lyceum and Royalty Theatres, London.
Miss Agnes Birchenough	Of the Belfast and Glasgow Theatres.
Miss Edith Wilson	Of the Strand, Royalty, Princess's Aquarium Theatres, London and Criterion Company.
Miss Madge Antoinette	Of the Birmingham, Plymouth, Sheffield and Nottingham Theatres.
Miss Amy Crawford	Of the Olympic Theatre, London, Manchester and Brighton Theatres.
Miss Gertrude Dore	Of the Dublin, Birmingham, Drury Lane, and Bradford Theatres.
Miss Minnie Hampton	Of the Dublin Theatre Royal.

OPENING NIGHT.

The Season will commence on SATURDAY, December 6, 1879, when will be presented the celebrated Comedy

PINK DOMINOS,
PRECEDED BY A COMEDIETTA.

PRICES OF ADMISSION.

Stage Box to admit 8	Rs. 32
Private Box to admit 4	„ 16
Orchestra Stalls	„ 4
Stall	„ 3
Pit	„ 2
Back Seat	„ 1

Boxes and Orchestra Stalls can be reserved at Messrs. SOUNDY & Co., Rampart Row, from and after WEDNESDAY, the 3rd inst., for the opening and succeeding nights.

Doors open at 8-30; performance commences at 9.

Stage Manager	Mr. H. R. TRESDALE.
Musical Director	Mr. A. J. LEVEY.
Scenic Artist	SIGNOR MAGNI.
Mechanist	Mr. F. MORTON.

UNIFORM AND OUTFITTING DEPARTMENT.

Gold and Silver Laces and Cords.
Steel and Brass
Swords and Scabbards.
Sword and Shoulder Belts.
Buttons for every Regulation.
West of England Superfines.
Venetians, Ladies Cloths and Zephyrs,
Diagonal and Hopsack Coatings.
Doe, Buck, Whipcord, and
Bedford Cord Trouserings.
Tweed, Cashmere, and Melton
Suitings.
White Linen and Cotton Drills.
Colored Linen and Cotton Drills.
White and Colored Vestings.
Superfines in all Colors.
Best English Shirting Flannels.

Thoroughly practical London Cutters and a large Staff of Experienced Workmen always on the Establishment, so that the largest orders can be executed with promptness and satisfaction.

Self-Measurement Cards with priced samples forwarded on application, also separate Catalogues of on Military and Civil Outfitting Departments.

WATSON AND COMPANY,
RAMPART ROW, BOMBAY.

NOTICE.

ALL PERSONS INDEBTED to, or having CLAIMS against, the ESTATE of the late LIEUTENANT WARD, 29th Regiment, are requested to communicate with the undersigned not later than December 31st, 1879, after which date no claims will be entertained.

F. C. RUXTON,
Major, 29th Regiment.

Mhow, 28th November 1879.

THE UNION INSURANCE SOCIETY OF CANTON.

WE have been APPOINTED AGENTS of the above Society, and are prepared to issue POLICIES for MARINE INSURANCE on favorable terms.

GADDUM & Co.
Agents in Bombay.

7, Church Gate Street.

COMMISSARIAT.

SUPPLY of COTTON SUTTRUNGEES of good quality as per muster, about 12,580 in number, COTTON SHEETS of good quality as per muster, about 21,750 in number, and TEA, CHINA, BLACK FOUCHONG, or TEA, INDIAN, of good quality as per samples, about 1,60,600 pounds, to the Commissariat Department, Bombay Presidency, Aden excepted, for the year 1880-81.

TENDERS will be received by the EXECUTIVE COMMISSARIAT OFFICER at Bombay on 9th December, 1879, at 1 p.m.

Forms of Tenders and Schedules, with further particulars, can be had on application at the above office.

A. PHELPS, Lieut.-Col.,
For Acting Commissary General.

Commissary General's Office, Bombay, 10th November 1879.

COMMISSARIAT.

SEALED TENDERS will be received at 1 p.m. in December next, at the Executive Commissariat Offices marginally noted, on the dates fixed against each, or contracts as specified for 1880-81.

FOR SUBORDINATE STATIONS.

Bombay & Deolalee, Satara, Poona for Purandhar, Ahmedabad and Baroda, Deesa for Abu, Mhow for Indore, Asirgarh, Nusseerabad for Taraghar	Beef, Mutton, Chickens, Milk, &c., under Schedule No. 1.	On 8th December, 1879.
Bombay and Deolalee, Satara, Poona for Purandhar, Malegaon, Ahmedabad and Baroda, Deesa for Abu, Rajkot, Mhow for Indore, Asirgarh, Nusseerabad for Taraghar	Miscellaneous articles, Cattle Equipments, Country Medicines, Copper, Iron & Tin ware, Hired Carriages, &c., under Schedule No. 2. Shoeing Cattle, under Schedule No. 5. Tinning Cooking Utensils, under Schedule No. 6.	On 8th December, 1879. On 10th December, 1879.

Forms of Tenders and Schedules, with further particulars, can be had on application at either of the above offices.

A. PHELPS, Lieut.-Col.,
For Acting Commissary General,
Commissary General's Office, Bombay, 8th November 1879.

NOTICE TO CONTRACTORS.

THE KURRACHEE MUNICIPALITY is prepared to receive TENDERS for the various new works connected with the proposed WATER SUPPLY of the CITY.

The work will be divided into three contracts as under:—

Contract No. 1 comprises the sinking of Wells, Building Culverts, and Ventilation Shafts, &c., including all materials and labour, and the erection of Valve-Shafts, Valves, Syphon, &c., including labour only.

Contract No. 2 comprises the supplying free on board in Kurrachee Harbour of all the Cast Iron Mains and Distribution Pipes, Valve Shafts, Valves, &c., which may be required.

Contract No. 3 comprises landing the various materials included under Contract No. 2, and the carriage of the same to the various parts of the work as may be required; excavating all trenches required for the various mains and service pipes; laying and jointing the same and fitting up and fixing all Cocks and Valves, &c., required, re-filling the trenches and repairing the Roads after the Pipes are laid, and all necessary Masonry and Timber work connected with the foregoing.

The Plans of the proposed works may be seen, and copies of the Specification and Bills of Quantities obtained, at the Office of the undersigned, McLeod Road, Kurrachee, on and after the 20th current. A deposit of Rs. 50 will be required from those applying for Bills of Quantities, which sum will be returned on receipt of a *bona-fide* Tender.

Sealed Tenders addressed to Colonel R. R. WALLACE, President, Kurrachee Municipality, and endorsed "Kurrachee Water Works," "Tender for Contract No. 1, 2, or 3 (as the case may be)," will be received at the Municipal Office, Kurrachee, those for 1 and 3 up to 4 p. m. on MONDAY, the 8th December, 1879, and those for No. 2 up to 7th January, 1880.

The Municipality is not bound to accept the lowest or any Tender, nor to pay any expense connected with any of the same.

T. STRACHAN, Assoc. M. I.C.E.,
Municipal Engineer.

Municipal Office, Kurrachee, 4th October. 1879.

INDIA TO ENGLAND by THE LEVANT AND THE DANUBE, Re-printed from the *Bombay Gazette*.

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SPECIAL COLD SEASON ADVERTISEMENT.

MESSRS. ASQUITH AND LORD beg respectfully to inform their numerous Customers in Bombay and the Mofussil, that each Department of their Establishment is now filled with the newest goods from the Home Markets, specially selected to suit the requirements of residents in all parts of the East, and for Gentlemen arriving or departing by Land or Sea.

MESSRS. ASQUITH AND LORD also ask the polite attention of their patrons to the following announcements:—

After the appearance of this advertisement, all parcels will be forwarded which exceed in value Rs. 20, to any part of India, packing charges and carriage free on receipt of a remittance with order, or a satisfactory reference to a Bombay House. Messrs. Asquith and Lord hope this arrangement will meet with the approval of their customers, as all prices quoted in their Illustrated Catalogue will remain the same as heretofore.

Special attention is called to a new manufacture of SILK and WOOL for SHIRTS and SLEEPING KIT; hitherto great difficulty has been experienced in procuring this comfortable material, shrinkless and durable. Messrs. Asquith and Lord have secured the agency for a special make, which does not shrink and which has silk woven both ways with the wool and is consequently very durable.

To those of our customers residing a long distance in the interior, in the North-West, or on the Bengal or Madras side, we shall be pleased to furnish every information with regard to the departure and arrival of the P. and O. and other lines of steamers, to secure passages, and ship or clear baggage according to instructions we may receive.

We have also made arrangements with the old established Firm of Messrs. Poole and Lord, the Outfitters, Hosiers, and Shirt-makers, of 145, Oxford Street, London, to correspond with us, and to afford information to our patrons during their stay in London, and we shall be pleased to furnish any information required by their patrons on arrival in India. Accounts due to us may be paid to them in London, and due to them, may be paid to us in Bombay.

A new advertisement containing a list of our Special Goods in each Department will appear every few days in the leading journals.

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NEW ADVERTISEMETS.

V. R.

THE LAST TWO (2) NIGHTS OF THE ROYAL PIONETTES, in their elegant Theatre at the FRAMJEE INSTITUTE, DORIS TALAO. TUESDAY AND WEDNESDAY, DECEMBER 2ND AND 3RD. SPECIAL FASHIONABLE NIGHT. THIS TUESDAY EVENING, DECEMBER 2. AND GRAND COMPLIMENTARY BENEFIT tendered to BRO. HENRY R. HARWOOD, LESSEE AND MANAGER OF THE ABOVE COMPANY, under the distinguished patronage and presence of THE HON'BLE M. BALFOUR, Most Worshipful Grand Master of all Scottish Freemasonry in India. TYRRELL LEITH, Esq. Right Worshipful District Grand Master of Bombay and its Territories. CAPTAIN H. MORLAND, LATE I. N., Right Wor. Past Grand Master of all Scottish Freemasonry in India. KHAN BAHADUR MUNCHERJEE C. MURZBAN, R. W. Hon. Substitute Grand Master of all Scottish Freemasonry in India. F. W. DOOLITTLE, Esq., M.D., R.W.M., Lodge Caledonia, A large number of influential European and Native Gentlemen and THE CRAFT. A Novel and Selected Programme for this occasion. New Overture (Vocal)—"The Mulligan Guards." New Songs, Jokes and Dances by the Christy's. First Time in Bombay of THE CHEVALIER BLONDIN! as given by the Marionettes throughout the World. By general desire, THE DANCING SKELETON. New Impersonations by the Fantoccini. The whole concluding with THE GLORIOUS PANTOMIME, with its multitudinous attractions. Admission—Rs. 2 Front Seats ; Rs. 1 Second Seats, ; a few specially Reserved Seats at Rs. 3. GALLERY—EIGHT ANNAS. Children and Schools HALF PRICE to all parts. Reserved and First Class Seats at SOUNDY & Co., Fort. Doors open at 8-30, commence at 9. Carriages at 11.

NOTICE—KAIROBA NARAYEN BHEN-DAY, Manager of the Temple of Shree Luximee Venkteshwara, near the Bazaar Gate, Bazaar Street, Fort, requests the ATTENDANCE of all the HINDOOS at RATH JATRA, which will take place on WEDNESDAY, the 3rd instant, between 6 and 11 o'clock in the evening at the usual place. Bombay, 2nd December 1879.

NOTICE.

IT is hereby notified that the undersigned did, on the 1st instant, pay to Her Majesty's Treasury in Bombay, the sum of Rs. 14,600, being the 125th monthly instalment of the Vehar Water Works Debt.

J. H. GRANT, Municipal Commissioner.

Municipal Commissioner's Office, Bombay, 1st December 1879.

BOMBAY FIRE INSURANCE COMPANY, LIMITED.

THE above Company is prepared to EFFECT INSURANCES on the most favorable TERMS CURRENT Bombay. A RETURN of 15 PER CENT. DISCOUNT is allowed on all PREMIUMS.

C. H. B. FORBES and Co., Secretaries and Managers.

THE VIEGAS SLIP COMPANY LIMITED, (IN LIQUIDATION.)

THE LIQUIDATORS of the above Company invite OFFERS in writing for the PURCHASE of the IMMOVEABLE and MOVEABLE PROPERTY, Plant and Stores of the Company, situate at Mazagon, or any portion or portions thereof.

Abstract of Title can be seen at the office of Mr. Jemsetjee Cursetjee Cama, No. 2, Meadow Street, Fort. For further particulars apply at the Registered Office of the Company, No. 70, Bazaar Gate Street, Fort.

The Liquidators do not bind themselves to accept the highest or any offer or to receive any offer later than NOON of WEDNESDAY, the 31st of December 1879.

By Order of the Liquidators,

NOWROJEE COWASJEE, Secretary to the Liquidators.

Bombay, 29th November 1879.

ICE! ICE!! ICE!!!

THE BOMBAY ICE MANUFACTURING COMPANY, LIMITED, are prepared to SELL their PURE TRANSPARENT BLOCK ICE, commonly known as FORBES' ICE, AT AS LOW A PRICE AS ANY NATURAL OR MACHINE MADE ICE IN BOMBAY.

Applications for large quantities should be made to the Manager, Mr. T. KYLE, at the Company's Factory, Mody Bay. The blocks of Ice, 9 inches in thickness and weighing 5 cwt each, can be cut on the premises to any size required. Ice in any quantities immediately on the up-country stations on receipt of written orders, the actual cost of numdas, cooly hire, &c., alone being charged for.

Vessels in the harbour supplied on the most liberal terms.

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CHOCOLATE NOUGATS, CHOCOLATE CREAMS, BON BONS, CONFECTIONERY of all sorts, and CHRISTMAS CAKES at W. J. ESSAI.

AUSTRALIAN HORSES.—A small, select, batch of fresh Walers just landed ex the Siam, several well matched broken pairs, and a number of well bred single horses broken to saddle and harness, and suitable as first Chargers or Hunters, all in excellent condition and fit for immediate work. SCOTT and Co., Girgaum.

A GRAND DEMONSTRATION at THE MARIONETTES THIS EVENING, in compliment to the Manager, Bro. HARWOOD. Procure Tickets early.

FRESH ITALIAN CHESNUTS, arrived per s. s. Venetia, at 4 annas per lb. Crawford Market, GREGA MARINO, Nos. 69 and 70.

FOR ROOMS at GRANT BUILDINGS apply to Mr. FLOWER on the premises, or at 4, Hummum Street.

WANTED, a SALESMAN for MANCHESTER PIECE GOODS, especially for WHITES and PRINTS. Apply by letter to "A.B.Z.," care of *Bombay Gazette*.

BILLIARDS.—AN EXHIBITION MATCH will be played THIS EVENING at the Waverley Billiard Rooms between a well-known Bombay Amateur and ANTONE, the Marker at the Byculla Hotel, the latter conceding his opponent a start of 250 in 1,000. Play will commence at 9 p. m.

OH, PAPA! do take us to see THE MARIONETTES before their departure, it is the LAST NIGHT but ONE.

FOR SALE, A COLLECTION OF LEGISLATIVE ACTS. Comprising Sea Customs Act, Customs Tariff Act, Indian Arms Act, The Opium Act, The Bombay Salt Act, The Salt Act, The Stamp Act, The Indian Port Act, The Native Passenger Ships Act, The Pensions Act, Portfolical Survey of Steam Vessels Act, The Steam Vessel Survey Amendment Act, and the Bombay Port Trust Act. Price Rs. 5, interleaved Rs. 6-8. Apply at the *Bombay Gazette* Office.

PEARSE'S MACHINE KNEADED BREAD six pice a loaf of *sixteen ounces* or 10 lbs. 10 ozs. per rupee Weigh your loaves and compare.

BROKEN or ENFEEBLED CONSTITUTIONS, when all other remedies have failed, have been completely restored by a course of OLD DOCTOR JACOB TOWNSEND'S SARSAPARILLA. This wonderful preparation, compounded from the Jamaica Red Roots, specially selected, has for nearly half a century maintained its unrivalled as a purifier of the blood, and as a specific for pains in the bones and loss of strength, flesh, and appetite. Its alterative qualities cannot be over-estimated, and to all those suffering from Indigestion, Nervousness, Gout, and Liver Complaints it is invaluable.

In conjunction with this preparation may with great advantage be taken OLD DOCTOR TOWNSEND'S SARSAPARILLA PILLS. Strongly recommended, alterative, and tonic without purging. Sold by all Druggists. Caution.—Get the red and blue wrapper, with the Doctor's head in the centre.

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NOTICE.—Fraudulent imitations of old Dr. Jacob Townsend's Sarsaparilla are being sold. The genuine is sold only in Red and Blue Wrappers, the old DR's head in the centre, and the British Government Stamp affixed.

Agents:—TARACHAND & Co., Ld., Bombay, Byculla, & Poona, BATESATE & Co., Calcutta.

NEW ADVERTISEMENTS.

ROYAL ALFRED SAILORS' HOME.

GRAND AMATEUR CONCERT, UNDER THE PATRONAGE OF HIS EXCELLENCY REAR-ADMIRAL W. GORE JONES, C. B., R. N., COMMANDER-IN-CHIEF H. M. NAVAL FORCES IN THE EAST INDIES, WILL TAKE PLACE IN THE TOWN HALL ON THE EVENING OF WEDNESDAY, THE 3RD DECEMBER, 1879.

By the kind permission of COLONEL DAUBENY and Officers the Band of the 7th Royal Fusiliers will assist.

PROGRAMME.

PART I.

1. Overture ..... "Italiana in Algeri" ..... Rossini. BAND 7TH ROYAL FUSILIERS.
2. Song ..... "The Sea" ..... S. Neukomm. MR. PAYNE.
3. Duet ..... "Io Vivo e l'amo" ..... Campana. MRS. MORLAND & MR. WYER.
4. Piano Duet ... "Danse Napolitaine" ..... Sydney Smith. MRS. MORLAND and MR. JOHNSTON.
5. Song ..... "E-meralda" ..... Levy. MRS. ADAMS.
6. Solo Baritone .. "Blow high, blow low" ..... Dibdin. MR. WYER.
7. Cavatina ..... "Una Voce Poco fa" (with Band accompaniment) ..... Il Barbiere di MRS. MORLAND. Siviglia.

INTERVAL OF TEN MINUTES.

PART II.

1. Overture ..... "Fra Diavolo" ..... Auber. BAND 7TH ROYAL FUSILIERS.
2. Duet Contralto.. "Oh ye Voices gone" ..... Zeta. MRS. MORLAND & MRS. ADAMS.
3. Song ..... "'Twas only a year ago Love, L. Barnes. MR. PAYNE.
4. Song ..... "The Requital" ..... Blumenthal. MRS. ADAMS.
5. Solo Baritone .... "The Arethusa" ..... Shield. MR. WYER.
6. Solo Contralto ... "Nazareth" (with Harmonium and Piano accompaniment) Gounod. MRS. MORLAND.
9. March, Grand Triumphal... "Eli" ..... Costa. BAND 7TH ROYAL FUSILIERS.

Accompanyists R. H. MARY, Esq. and G. R. JOHNSTON, Esq.

Tickets are obtainable from the Directors of the Sailors' Home and Messrs. SOUNDY & Co.

First Seats, Rs. 3; Second Seats, Rs. 2; Third Seats, Rs. 1.

First Seats can be reserved on application to Messrs. Soundy & Co.

Books of Words of the Songs will be obtainable at the Door. Doors open at half past 8. The Concert to commence at 9 o'clock precisely.

HALL LINE OF STEAMERS. BOMBAY TO LIVERPOOL. FARE—Rs. 500.

S. S. WISTOW HALL, CAPT. T. COLLIN. 2,674 Tons, 400 H. P.

THIS STEAMER will be despatched on or about the 31st December. Her Saloon and Cabins are all on Deck. For further particulars apply to EDWARD BATES & Co., Agents.

Bombay, 1st December 1879.

CONSIGNEES per Ship GOSHAWK, Captain LESLIE, are hereby informed of the ARRIVAL of the vessel from NEW YORK, and are requested to present their BILLS OF LADING, PAY FREIGHT to the undersigned and to SEND BOATS alongside WITHOUT DELAY, failing which their GOODS will be landed by the Captain on their account and risk.

BELL, BRANDENBURG & Co., Agents.

CONSIGNEES of CARGO, per the Italian Mail Steamer SINGAPORE, Captain G. MESSELLO, from LONDON, ARRIVED in Bombay harbour on the 1st instant, are hereby requested to SEND in BILLS OF LADING for countersignature, and PAY FREIGHT (if any), and apply for DELIVERY ORDERS at the Company's Office, No. 2, Hummum Street, without delay.

All claims for short delivery, &c., must be sent in before the departure of the steamer, otherwise they shall not be admitted under any circumstance.

C. GRONDONA, Agent, Rubattino S. N. Company.

BASEL GERMAN MISSION MANGALORE TILES, SKYLIGHTS, VENTILATING TILES, &c. The NEW GAIETY THEATRE is covered with our Mission Tiles. They all bear our Trade Mark, without which none are genuine.

For Illustrated List and sample Tiles apply to WARDEN & Co., Sole Agents for Bombay.

14, Meadow Street, Fort.

Now Ready

THE INDIAN RAILWAY TRAVELLER'S GUIDE FOR DECEMBER, 1879.

Printed and published at the *Bombay Gazette* Office.

PRICE—EIGHT ANNAS,

Indian Postage, ½ Anna.

WITH A NEW COLOURED MAP OF INDIA Showing every Railway Station on the Indian Lines.

☞ *The GUIDE has lately been thoroughly revised and considerably enlarged, and the attention of travellers is particularly directed to the table of through routes and fares from Bombay to places in India and abroad, which shows at a glance how a tourist making Bombay his starting point can spend his time to the best advantage.*

THE *GUIDE* contains, besides the other usual information, the latest alterations in the Time Tables of the B. B. & C. I. R., G. I. P., East Indian, Sind, Punjab and Delhi, Indus State, Nizam State, Madras and the several other lines of Railway.

The GUIDE, having a large circulation amongst Travellers by Rail and otherwise, is a most effective medium for Advertisements.

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Moradabad to Lucknow and Benares.
Madras to Bangalore, Nellgherry and Beypore.
Beypore to Bangalore, Nellgherry and Madras.
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Tanjore to Anakari Chatram and back.
Madras to Chilambaram and back.
Madras to Trichinopoly, Madura, Dindigal and back.
Arconum to Conjeveram and back.
Tirovelly to Tuticorin and back.
Calcutta to Canning and back.
Calcutta to Goalundo.
Goalundo to Calcutta.
Calcutta to Koushtea and back.
Goalundo to Damookdeh and back.
Northern Bengal State Railway.
Steam Navigation Companies :—
P. and O. Co.
Messageries Maritimes.
Austro-Hungarian Lloyd's
Rubattino Steam Navigation Co.
Empheros and Tigris S. N. Co.
British India Steam Navigation Co.
Irrawady Flotilla.
India General S N Company.
River Steam Navigation Co.
Routes by Steamers.
Routes in the Bombay Presidency &c.
Routes in the Central Provinces.
N. W. P. and the Punjab.
Lahore to Peshawar.
Rawal Pindee to Murree.
Wuzeerabad to Sealkote.
Umritsar to Pathankote.
Dhilla to Kalka.
Lahore to Ferozepore.
Mooltan to Bhawulpore.
Route to Simla.
Routes to Mussoorie, La dour and Nynee Tal.
Jullunder Cantonment to Dhurmsala.
Dharmsala to Kokeur in Lahoul,
Pawul Pindee to Shrinuggur (Cashmere).
Horse Carriage Dak Association,
Darjeeling Mail Line.
Scale of Fares for Shigrams, Buggies, Cabs, &c, in Bombay.
Scale of Fares for Palanquins,
Scale of Fares for Tramway Cars.
Scale of Fares for Boats for Bombay Harbour,

May be had at the Bombay Railway Terminus and of the following AGENTS,

Bombay ..... Thacker, & Co. Watson & Co. Hormusjee Sorabjee, Bookseller Refreshment Rooms Apollo Bunder Messrs. Cooper & Co. Watson's Esplanade Hotel Reuther & Co. Badham & Co. Asquith and Lord Byculla Hotel and Messrs. Atmaram Sagoon & Co.
Allahabad ..... Kellner & Co.
Bhosawul ..... Railway Refreshment Room.
Calcutta ..... Wyman & Co.
Ceylon (Colombo) "Ceylon Observer" Office.
Dinapore ..... Cursetjee Dossabhoy.
Jubbulpore .... Kellner & Co.
London ..... G. Street, 30, Cornhill Gordon and Gotch, St. Bride Street, Ludgate Circus, E. C.
Madras ..... Higginbotham & Co. Gants Brothers, Adelphi Press, 7 and 8 Mount Road and Railway Station, Ratchoro.
Ootacamund ... "Nellgherry Courier" Office.
Poona ..... Treacher & Co., Phillip & Co., and Royal Family Hotel.
Allahabad ..... Refreshment Room.
Secunderabad .. Cursetjee & Co.

OPINIONS OF THE PRESS,

(*Madras Athenæum.*)

The issue of this Guide for the current month is as complete and well got up as the previous number. It contains information of inestimable value to travellers by railway—and, indeed, to all travellers in India. The well executed coloured map of India is a very useful addition to the Guide. The completeness and variety of the contents of this publication reflect the greatest credit. in those who had the arduous duty of collecting such correct information.

COMMERCIAL INTELLIGENCE.

MONDAY EVENING, 1ST DEC. 1879.

SATURDAY'S closing commercial telegrams from London report few movements of any kind, and this, coupled with the usual quietness incidental to Mail, has rendered business to-day somewhat sluggish.

Consols are still quoted at 98⅛, French Rentes at 115¾, Enfaced Rupee Paper at 79 for Fours and 86½ for Fours-and-a-half.

In the General Produce markets, Coffee and Cocoanut Oil are unaltered, and arrival quotations for Indian Wheat are reported unchanged. In Seeds the only movements quoted consist of a decline of 6d. to 1s. per quarter in some descriptions of Calcutta Rapeseed.

Cotton in Liverpool closed unchanged ; but in New York, while ready Mid. Uplands was still quoted at 12½ cents., February shipment had advanced from 12·78 to 12·83 cents. per lb. The Receipts at the ports show the following comparisons :—

	1879.	1878.	1877.
Saturday's Receipts	29,000	27,000	21,000
Total since 1st Sept.	2,159,600	1,749,000	1,524,000

The Bank of Bombay return for the week ending on Saturday shows the following changes :—

Public Deposits at H. O.	Dec.	Rs.	5,15,911
Do. Branches	Inc.	,,	2,43,196
Other Deposits	Inc.	,,	9,67,866
Government Securities	Dec.	,,	16,137
Loans	Dec.	,,	14,56,624
Bills Discounted	Inc.	,,	1,47,455
Cash with Correspondents	Dec.	,,	87,200
Cash and Currency Notes	Inc.	,,	19,33,317

This large increase in the Cash Balance, arising as it does from a decrease in the demand for accommodation is unquestionably in favour of a continuance of easy Money for the time being, and in all probability is attributable to the action of the Exchange Banks in laying down funds in anticipation of the coming season. Gold, however, brings us nearer greater activity in Exports with a consequent increase in the demand for Money, and a Cash Balance of 145 lakhs is by no means excessive to meet probable requirements.

EXCHANGE.—Quotations for Silver from London show no alteration, Reuter quoting 53 1-16d. and private telegrams 53¼d. ; but notwithstanding this and advice of £140,000 having been shipped from Venice for this port, firmer advices from Calcutta have imparted a greater degree of steadiness to the market, and a partial advance of 1-32d. has been established, making closing quotations :—

Bank Bills, on demand	1s. 8 15-32d.	per rupee.
Do. 3 months' sight	1s. 8 19-32 to 8 ¼d.	,,
Credits 3 ,, ,,	1s. 8 11-16 to 23-32d.	,,
Documents 3 ,, ,,	1s. 8¾d.	,,
Francs 3 ,, ,,	2·18½	,,

On Calcutta we still quote demand drafts 1-16 to ⅛ per cent. premium, 60 days' sight ⅜ per cent. discount.

GOVERNMENT PAPER has been quieter for Fours, which have receded from Rs. 92½ to Rs. 93, but Fours-and-a-half remain steady at Rs. 101 5-16 to ⅜.

The SHARE Market remains very steady, although transactions are not numerous. Agra Bank shares are Rs. 2 higher at Rs. 123, Bank of Bombay ½ per cent. firmer at Rs. 677½. In Land Companies there is no change. Press shares are steady, Mofussils being quoted Rs. 5 higher. Spinning and Weaving mill shares are somewhat irregular. Dhurrumsey, Empress, and Oriental are Rs. 5 lower ; Alliance Rs. 25, Jewraz Balloo, Khandeish and Madras United Rs. 10 per share higher, Bombay Fire Insurance Company are quoted Rs. 50 higher at Rs. 2,750, Bombay Ice Manufacturing Company Rs. 2 per share lower at Rs. 108.

COTTON to-day has again shown great firmness and New Crop for future delivery is Re. 1 to Rs. 2 per candy higher all round. There are still very few sellers, and unless the Liverpool news come unfavourable, the position at the close seems to indicate the probability of a further advance. We quote :—

Good Hingunghaut	December Rs.	245 per candy
Good Omra	February ,,	225 ,,
Good Broach	March ,,	236 ,,

SEEDS.—Linseed is steady and in request at previous prices. Rapeseed is dull and unchanged. For Gingelly the demand is active, and considerable purchases have been made since Saturday at rather higher rates, Rs. 41 to Rs. 41½ having been paid for Khabra.

Piece Goods continue quite firm. For Liverpool the S. S. Bydal Hall is said to have booked some small lots of Measurement at 40s. The S. S. Wistow Hall is being offered for forward loading, but has not yet been actually fixed. For Genoa and Trieste, rates are firm at 42s. 6d., and for Trieste and Venice, 42s. 6d. is quoted for January and 45s. for February loading, payable here.

Piece Goods are still very firm, and although we cannot learn that there has been much doing from first hands to arrive, clearances from the Bazaar continue on a very full scale at quite previous prices.

COALS are quiet but unchanged in price, and we have not heard of any fresh transactions.

BOMBAY BILL AND STOCK LIST.

BANKS.

Banks:	No. of Shares.	Nomi. Value p. sh.	Paid up.	Last Divi-dend.	Cash Rates per Share.
		Rs.	Rs.	p. a.	
Agra Bank	100,000	100	all	2 p.c.	123
Bank of Bengal	40,000	500	all	4 do	740
Bank of Bombay	60,000	500	all	3 do	677½
Bank of Madras	60,000	500	all	3 do	640
National Bank of India	87,320	425	£12-10	6 do	105

LAND COMPANIES.

Colaba Land Co. (New)	4,000	3,000	all	15 p.c*	845
Frere Land and Pier Co., Limited	7,500	150		4 p.s	115
Mazagon Land	1,750	2 000	£1,000	20 p.s	350
Port Canning Land Company, Limited	6,000	1,400		15 p.	185

* Per Share for the half-year.

PRESS COMPANIES.

Akbar Cotton Press Co.	150	5,000	28,500	150 p.s.	900
Albert Cotton Co.	300	2,000	1,100	125 do	950
Alber Ginning Co.	100	500	all	40 do	500
Apollo Press Co.	750	2,750	2,200	32 p.s.	600
Bellary	173	1,000	all	30 do	470
Barar Company (New)	155	500	all	50 p.s.	440
Indian Press Co.	1,000	350	all	14 do	85
Broach Cotton Co	1,000	250	all	14 do	86
Carwar Co.	1,000	1,500	all	75 do	50 nl.
Colaba Press Co.	500	1,980	all	80 do	360
Dholleru P. & G. Co.	800	2,000	1,100	125 do	150
East India Press Co	333	1,000	all	100 do	970
Fort Press Co	50	8,500	1,250	50 do	950
French Press Co.	500	500	all	60 do	450
Mofussil Pres sand Ginning Co.	1,120	400	all	30 do	230
Prince of W. Press	120	—	1,500	250 do	165
Samarao and Press Co.	600	500	all	25 do	200
ind Press Co.	400	850	750	0 do	430
Sind & Punjaub Cotton Press Co., Ld.	100	1,000	925	125 do	1,200
Victoria Cotton Gin and Press Co	150	850	all	50½	500
Volkart's United Press Co.	450	1,800	1,000	50 p.s.	502 xd.

SPINNING AND WEAVING COMPANIES LIQUIDATION.

Albert Mills	400	2,000	1,700	Nil	nominal
Alexandra S. and W. Co.	2,250	415	all	do	
Bombay Hemp and Jute Mill Company	2,000	800	all	do	
Broach Mills	..	..	..	..	
Colaba S. and W. Co.	..	900	1,000	all	do
Fleming S. and W. Co.	3,750	500	all	do	
Mandvie S. and W. Co.	1,200	500	all	do	
Nerad S. and W. Co.	..	..	..	..	
Nicol Press Manufacturing Co., Ld.	600	2,000	all	do	
Nursey S. and W. Co.	2,500	400	all	do	

SPINNING AND WEAVING COMPANIES.

Alfred Manufacturing Co.	12000	500	all	Rs. 15*	390
Alliance Spinning	500	2,500	all	30 p. s.	1,175
Anglo-Indian S. and W. Company	80,000	100	100	Nil	55
Bhownuggur M. and P. Company	200	2,000	2,000	do	200
Bombay United	900	1,000	all	25	750
Coorla S. and W. Co.	1,000	1,000	all	do	525
Central India S. and W. Company	2,500	500	all	do	565
Dhurumsey Spinning	8,000	2,000	all	do	220
Empress S. and W. Co.	700	1,000	all	do	400
Great Eastern	1,400	1,000	all	35	815
Hindustan S. & W. Co.	873	1,000	all	60	820
Hydrabad S. and W. Co.	750	1,000	all	Nil	535
Jewraj Balloo Mills	750	1,000	all	do	860
Khandesh Spinning	750	1,000	all	Rs. 30	910
K. Muconjee S. & W. Co.	1,000	1,000	all	do	620
Madras Spining	300	1,250	all	do	325
Madras U. Spining	425	1,000	all	50 p.s*	1,210
Manchester & Bombay S. and W. Co.	80,000	50	50	Nil	7
Manockjee Petit's	2,500	1,000	all	30 p.s*	1,045
Morarjee Spinning	1,045	1,000	all	40 p. s.	870 xd.
Mazagon S. and W. Co.	2,000	500	all	Nil	70
National S. and W. Co. of India	950	1,000	all	40 p. s.	680 xd.
Oriental	4,000	625	all	18	570
Prince of Wales Spinning	600	1,250	all	Nil	70
Sassoon S. & W. Co.	1,500	1,000	all	do	6 0
Soondersee Spinning	650	1,000	all	do	500
Do do. ½ Share.	500	1,000	250	do	190
Sholapore S. and W. Co.	500	1,000	all	30	750
Victoria Mills	550	1,000	all	Nil	475

* Per Share for the half-year.

BANK OF BOMBAY.

STATEMENT of the affairs of the Bank of Bombay on the 29th November as compared with the statement issued on the 22nd November :—

LIABILITIES	22nd Nov. Rs.	29th Nov. Rs.
Proprietors' Capital	1,00,00,000	1,00,00,000
Reserve Fund, invested in Government Securities	22,00,000	22,00,000
Public Deposits at Head Office	59,53,408	54,37,487
Do do. at Branches	11,14,115	15,57,311
Other Deposits	1,60,64,698	1,70,32,552
Post Bills	14,187	10,933
Cash Credites, undrawn	4,82,214	3,61,756
	3,58,28,590	3,64,00,048
Agents.		
Government Securities	29,19,199	29,09,062
Cash Credits on Security of Government Paper, Bullion and Merchandise	12,79,213	13,22,927
Loans, on security of do.	81,48,729	60,86,106
Current Accounts, overdrawn	4,272	4,594
Bills Discounted	1,01,82,491	1,03,29,946
Stamps	2,847	2,849
Dead Stock Rs. 5,48,304		
Amount applicable to reduction 2,05,000	3,53,440	3,32,304
Cash Balances with Correspondents	2,37,871	2,50,671
Cash and Currency Notes	1,26,18,778	1,45,52,590
	3,58,28,590	3,64,00,048

SHIPPING INTELLIGENCE.

THE SHIP ROYAL GEORGE, 1,458 tons, Captain A. Arendrup, will sail to-day for Chittagong, with ballast.

THE B. I. S. N. Co.'s s. s. SINDHIANA, 2,052 tons, Captain K. W. Ker, sailed yesterday for Cochin with ballast.

THE s. s. ARROW, 130 tons, Captain G. J. Baker, arrived in harbour yesterday from Coast and Cutch, with a general cargo and 166 deck passengers.

THE SHIP GOSHAWK, 1,288 tons, Captain J. Leslie, arrived in harbour on the 29th ultimo, from New York (4th July), with a cargo of 39,850 cases kerosine oil, 76 cases pain killer, 230 cases sarsaparilla, 1 case labels, 4 cases advertising materials, 250 cases Florida water, and 3,031 packages lumber. The vessel is consigned to the Captain.

THE B. I. S. N. Co.'s s.s. UMBALLA, 495 tons, Captain T. P. Nailer, arrived in harbour yesterday from the Persian Gulf via Kurrachee, with a general cargo and the following passengers :—Major General Hatch, Dr. Cruickshank, Mr. Scroggie, 2 Misses Costas, Mr. Turner, Mr. and Mrs. Bruce and 4 children, Mr. J. Prolorenzo, Mr. Mirza Mahomed, and 65 deck. She brought 105 horses.

THE INDIAN GOVERNMENT s. s. DALHOUSIE, 1,040 tons, Captain W. Powell, arrived in harbour on the 30th ultimo, from Kurrachee (27th Nov.) with 2 European warrant officers, 2 women, and 4 children ; 3 public and private followers, 2 women, and 4 children, of Ordn

LATEST INTELLIGENCE.

(FROM OUR OWN CORRESPONDENTS.)

ITEMS FROM KABUL.

KABUL, Nov. 29.

A wing of the 72nd Highlanders has been moved towards Butkhak as a precautionary measure, as the tribes about Luttabund and Khurd Kabul are reported to be growing uneasy. The Kohistanis are not so well affected as they have been heretofore, though they do not show their disaffection openly. This change in their conduct is due to their disappointment in not being subsidised. The past policy in dealing with the hillmen has been to purchase their good will by lakhs of rupees. The Afghans are now being shown that we are working on new lines, and that we are strong enough to carry out our policy by force of arms.

THE FESTIVITIES AT BHAWULPUR.

BHAWULPUR, Nov. 29.

The festivities terminated to-day, and most of the guests return to Lahore in the Lieutenant Governor's special train. Last night the town palace and grounds were illuminated, and a display of fireworks was made before the palace. The Nawab visited the Lieutenant Governor to-day.

THE NAGA DISTURBANCES.

CALCUTTA, Dec. 1.

The storming party at Konoma lost one-third the number in killed and wounded, which is much less than already reported. The Naga loss was twenty killed and forty mortally wounded, which is believed to be much greater. Jotooma is about to be stormed from Kohima. The escort of the 43rd Regiment, carrying the dak, encountered the Nagas who were destroying the bridge between Sumaguting and Dunapore. The escort fired on and dispersed them.

[REUTER'S TELEGRAMS.]

(*By Red Sea Cable.*)

DEATH OF MR. ROEBUCK.

LONDON, Dec. 1.

The Right Hon'ble John Arthur Roebuck, M.P. for Sheffield, is dead.

NIHILISM IN RUSSIA.

ST. PETERSBURG, Nov. 30.

Mirski, who made the attempt to assassinate Lieut. General Drentelin, Chief of Police in St. Petersburg, has been sentenced to death.

THE SILVER QUESTION.

WASHINGTON, Nov. 30.

President Hayes, in his annual message to Congress, strongly urges the suspension of silver coinage, because, he said, it is impossible to maintain the par value.

CHINA AND JAPAN.

WASHINGTON, Nov. 30.

The United States Government have offered to mediate between China and Japan regarding the Loochoo Islands.

THE MAILS.

LONDON, Nov. 29.

The Bombay Mails of the 7th inst., *via* Brindisi, were delivered in London to-day.

STEAMER MOVEMENT.

SUEZ, Nov. 29.

The Anchor Line Steamer India passed Suez Canal to-day at 1 p. m. for Bombay.

LONDON, Nov. 29.

The Liverpool Cotton market closed unchanged. Surats steady.

Fair Dhollera	5¼
Exchange on India, 60 days' sight	1-8⅜
4 per cent. Rupee Paper	79
4½ do.	86½
3 per cent. Consols for account	98⅝
5 per cent. French Rentes, 1872	115½
Bar Silver	53 1-16

RATE OF EXCHANGE ON LONDON.

Bank Bills, on demand		1s. 8 15-32d.	per Re.
Do.	3 months' sight	1s. 8 19-32 to ⅝d.	,,
Credits	3 ,,	1s. 8 11-16 to 23-32d.	,,
Documents	3 ,,	1s. 8⅝d.	,,
France	3 ,,	2-18⅛	,,

THE annual meeting of members of the Bombay Millowners' Association was held on Saturday last, when the report of the committee for the year ending 31st October, 1879, was adopted and ordered to be printed for general information. The report stated that, until the new Factory Bill for India issues from the select committee, it would be premature to discuss the details of it. In regard to the principle of the Bill, however, the committee have already forwarded a protest to the select committee, for they say they believe that "the measure is wholly uncalled-for; and that, however desirable such legislation may be in England, the circumstances and peculiarities of India furnish no analogy for the introduction of such a measure into India, while the restrictions sought to be imposed will be a grievous hardship to the workpeople and an injury to the manufacturing interests of the country." It was stated that the association intends to forward a memorial to the Supreme Legislative Council against the proposed legislation when the Bill is out. The Hon'ble Morarjee Gocouldas and two or three other members, in the remark they made at the meeting, upheld the action of the committee in this matter. It was a subject of regret to some of the speakers that the resolution passed at the last annual general meeting to close the mills every Saturday and Sunday from 15th February to 19th April, 1879, with the view of checking the great accumulation of stock during a period of depression, had been allowed to fall through. Mr. Dinshaw Manockjee Petit, the chairman, explained that, as it was found absolutely necessary, in accordance with the wishes of the workpeople themselves, to close the mills on the days of certain native festivals, they could not be closed on Sundays also. Messrs. Dinshaw Manockjee Petit, Muncherjee Nowrojee Banajee, Tapidas Varjdas, Nanabhoy Byramjee Jeejeebhoy, and the Hon'ble Morarjee Gocouldas, who retired from the committee according to the rules, were re-elected; while Messrs. James Greaves, Vullubdas Valjee, and Nowrojee Nusserwanjee Wadia were elected additional members of the committee. Messrs. Dinshaw Manockjee Petit and the Hon'ble Morarjee Gocouldas were respectively elected chairman and deputy chairman of the association.

MR. COWASJEE CURSETJEE JAMSETJEE, (second son of the late Sir Jamsetjee Jejeebhoy, Bart.,) has been appointed to act for Mr. Leckie, in the Salt Department, in charge of the Alibaugh Range. Mr. Cowasjee took charge of his office yesterday at Oorun. He has passed his departmental examination with credit, as notified in the last official *Gazette*.

COLONEL DALRYMPLE HAY, Examiner of Commissariat Accounts, Calcutta, goes to Bombay to act as Controller of Military Accounts.

THE Rev. Pearson of Dugshai, has been appointed Chaplain, Khyber force.

WHAT do the Rosshire Buffs at Poona say to the following taken from the *Madras Mail* ?—"Was there not a beautiful picture painted, when the memories of Cawnpore and Lucknow were yet green in every mind, of a '*puir lassie*' on the walls (?) of the latter city, with an angelic, semi-inspired expression of countenance, holding up her hand, and exclaiming to her companion, a Highland soldier,—'Do ye na hear them?—the pibrochs!—they come! they come!' And was there a man, woman, or child, in all Scotland who did not firmly believe the artist's lovely idyl, and that the 'Relief of Lucknow' was entirely accomplished by Highlanders? *The truth being* ('hoot man!') *that there was neither a pibroch, nor a Scottish corps, among the warriors who followed Havelock.*" The story of Jessie Campbell is of course an exaggeration, but it is a fact that the Highlanders of the 78th were the first of Havelock's troops to enter the besieged Residency. Our benighted contemporary commits a few more blunders like the above in the leading article from which we quote. He says:—"During the Crimean war a vast deal of honour was laid at the feet of Caledonia. Although the brunt of the battle of Alma and the greater portion of the loss fell upon the 33rd and 23rd Welsh Fusiliers, Colin Campbell's apocryphal 'thin red line' figured most prominently in the tale of the fight, and in the pictures of it." Of course everybody, except the *Madras Mail*, knows that the famous "thin red line" was an incident of the battle of Balaclava, not of the Alma. To prevent another such exhibition of ignorance it would be advisable for the *Madras Mail*, before attempting to criticize the military history of English, Scotch, or Irish regiments, to read up the subject.

LARGE flights of locusts have been hovering about Masuri for several days—a most unusual thing at this time of year.

WE hear that the Maharaja of Cashmere has appointed his second son, Mian Ram Singh, commander-in-chief of his armies.

A NATIVE of Jaffna, named Mootia Pillay, is about to start a Tamil paper in Rangoon. The paper is to be lithographed. A prospectus has been sent round to all the leading natives in the town and mofussil.

THE last dress order issued from the tailoring department of the Horse Guards is that, "when the helmet is not worn on duty or parade, the thin strap may be fastened to the hook near the top of the helmet."! It is too bad for the authorities to issue orders regarding the helmet when not worn.

NEWS from Madras reports that the late cyclone was felt as far south as Korali. There is not a single tank in the Ongole and Kandakar taluqs that has not a breached bund. A famine in these taluqs will be the consequence. Whole villages have been demolished. All the rivers are down, and the Buckingham Canal is flooded. All the dry crops have been completely destroyed.

IN order to put a stop to the by no means uncommon practice of clerks in Government offices becoming security for one another for money borrowed, Government has issued a circular to all heads of departments forbidding the practice of one clerk standing security for another, on pain of dismissal of both the principal and the surety. The head of the department is, however, allowed the power of permitting one clerk to stand surety for another in special cases only. The above is to be a standing rule of the Government service, and every man, on first appointment, is to be furnished with a copy of this order so that there can be no excuse for ignorance.

THE numerous complaints which have been made from time to time regarding the delay in the transmission of mails and banghy parcels from the Peshawur post office, are in many instances not caused by any fault in the postmaster there. The great increase in the number of mails passing to and from Peshawur, since troops proceeded to Kabul, render many improvements necessary in the post office itself, which is a great deal too small. Were the postmaster supplied with all the conveniences and accommodation which are enjoyed by the office at Rawul Pindi, and many stations also of less size and importance than Peshawur, there would be greater despatch no doubt used in the sorting and delivery of the mails there, as well as in forwarding them to their several destinations.

THE comment of the Lahore paper on the last batch of Kabul despatches strikes us as eminently practical, and eminently sarcastic. He says:—"Overcrowing, therefore, at defeating a contemptible foe is a mistake to be avoided. For if it should so happen that, in the course of subduing the people we are brought into contact with, we should encounter an organised resistance from enemies better combined, disciplined and led, we may find ourselves with no superlatives of encomium left wherewith to express our yet greater satisfaction. We shall have, however, the consolation of retaining the power of distributing honors, C. B.'s, C. S. I.'s and C.I.E's brevets and batta, and as long as the number of warriors knighted exceeds the casualties, we ought to be happy." Now, with much of what is here said our readers must be familar. But the last sentence might have been gracefully omitted.

A CORRESPONDENT at Vitakri writes, under date the 20th instant:—"Some weeks have now elapsed since the Government of India came to the conclusion that the retention of a military post at Vitakri was no longer necessary on political grounds; and as there were, besides, very grave objections in a military point of view, it advised the Punjab Government to issue the necessary orders for the withdrawal of the troops at the earliest possible date. But for some reason the Punjab authorities have as yet made no sign, and the gallant colonel in command at Vitakri remains up to date without any official intimation that the troops are to be withdrawn. A horid rumour spread through the camp yesterday that Sir Robert Sandeman was telegraphing right and left with a view to inducing the powers to cancel the order for the *third* time, but it cannot be for a moment supposed that the Government will, in this instance, allow itself to be over-influenced by the irrepressible Sir Robert. No doubt, Jamal Khan, the chief of the Ligaris, and the owner of the Barkhan valley will feel deeply chagrined at the failure of his hopes to keep British troops permanently cantoned in this unproductive corner of his domain, for rumour, (unless she lies with unusual malevolence,) has given out pretty plainly that, owing to our transport necessities, the said chief has been making rather a good thing out of the occupation. Whether the report is true or not I express no opinion, but it is undoubtedly the fact that Government loses heavily on account of the bullock transport, which has been organized from local resources to supplement that of the Government camels. It is stated that the greater portion of the bullocks on the line belong to Jamal Khan himself; indeed, I have heard it said that he owns no less than 900 of these animals, and as the hire of each bullock has been fixed at one rupee per stage (which includes return hire and is invariably charged) I leave you to imagine what a paying concern it must be. I fancy the little bill for transport charges alone will somewhat astonish the Government financiers when the time comes for settling accounts, and Vitakri is finished and done with."

THE wish that India, with her great natural advantages, should contribute more largely to the data of solar physics, is, we see from the report on the administration of the Meteorological Department during the past year, likely to be soon met. When in England, Mr. Blanford took the opportunity of consulting Mr. Norman Lockyer and Professor Balfour Stewart as to how the enquiry into the variations of solar heat might be best aided in this country; and, on their recommendation, he applied to the Secretary of State for sanction to the construction of a new form of actinometer, invented by Professor Balfour Stewart. This was granted, and the instrument was expected shortly when the report was written. Should it prove to answer the purpose, three or four of the other principal observatories may, not improbably, be furnised with similar instruments. It is also proposed that Mr. Lockyer's specially constructed apparatus for photographing the sun's surface, which gives pictures of 14in. in diameter, should, when perfected, be forwarded to this country, where the opportunities for the work are so much more favourable than in England.

WE do not think much of the arrangement reported to have been entered into between certain tea companies in Ceylon of the one part, and a Glasgow firm of the other. The arrangement purports that this firm will purchase all the tea made by the concerns in question, at prices favourable to the latter. This is subversive of all our preconceived ideas of the ordinary run of trade, and there can be no doubt that any arrangement which interferes with this is doomed to failure. We all know that one season's tea is not the same as another's; that weather influences the quality to a large extent; and that, therefore, it is absurd to suppose that a fixed price can be arranged for, which does not allow for all those contingencies. Again, it is equally absurd to imagine that any mercantile firm will enter into an agreement to purchase an article at a rate higher than it can make the bargain in open market, unless, indeed, there are counterbalancing advantages; and if so, the benefit to the companies who sell will, after all, be hypothetical. Through long usage London has become the proper market for tea, and all the produce of tea-growing countries must find its way there, in the ordinary course of business. Small parcels, the result of private arrangement, may go direct to individual buyers, but in this case even the prices paid will be regulated by those obtaining at the great mart—London—and any attempt to evade this inevitable result must, we fear, end in disappointment. The Ceylon planters, if they wish to get better prices than other people, must follow the usual law of trade, and offer better value than those others.

IN the recent examinations of Government officials in the Burmese language, either the officials were very severe, or the attainments of the examiners were of a very mediocre kind. Nearly, if not quite, three-fourths of those who presented themselves for examination were plucked, some of them for the third or fourth time. Dr. Forchhammer was particularly unfortunate only getting, we are told, about twenty marks out of a possible three hundred, not a very brilliant achievement on the part of a *Professor* of Pali, it must be conceded. Another master in the Rangoon High School failed for the fourth time to pass by the Lower Standard, and this too in the face of the fact that his devotion to the language has been thought worthy of mention in one of the educational blue-books.

THE budget estimate of the Rangoon Municipality for the year 1880-81 shows that the receipts will amount to about Rs. 8,00,000, and after deducting expenditure, including part payment of Government loan, Rs. 30,000, will leave a balance of Rs. 60,000 to the credit of the Municipality at the close of the year.

A FEW days ago an absurd rumour prevailed amongst the natives in Rangoon to the effect that the money in the banks had been placed on board the men-of-war in the river for security.

PROFESSOR MAX MULLER, in an article on "Freedom," in the new *Contemporary Review*, strikes out a quaint idea. Referring to John Stuart Mill, he says:—"If there is one among the leaders of thought in England, who, by the elevation of his character and the calm composure of his mind, deserved the so often-misplaced title of Serene Highness, it was, I think, John Stuart Mill." There is a beautiful fitness in the expression; but to work practically on the system, a country would have to fall back on the Chinese plan of ennobling only ancestors. You never know, the prudent Celestials argue, whether a living man will continue to deserve a title of honour.

LORD ODO RUSSELL, while calling upon Prince Bismarck a short time ago, asked him how he managed to rid of that class of unfortunate visitors whom he could not well refuse to see, but whose room he found preferable to their company. "Oh," replied the Chancellor, "I have a very simple method. My wife knows them pretty well, and when she sees that they are with me, she generally contrives to come in and call me away upon some pretext or other." He had scarcely finished speaking when the Princess put her head in at the door and said, "Otto, you must come and take your medicine. You ought to have had it ten minutes ago." Lord Odo Russell had not till then any idea that his room could be more welcome than his company.

THE WESTERN RAJPUTANA RAILWAY.

FROM BOMBAY TO PALANPUR.

(FROM OUR SPECIAL CORRESPONDENT.)

SIDDAPUR STATION, Nov. 27.

ALTHOUGH the Palanpur section of the new railway, which a year hence is to connect Bombay with Ajmere, Agra, Delhi, and the Punjab, was formally opened for traffic on the 15th instant, the first narrow gauge train only entered Ahmedabad on the 24th. On the latter date I left Bombay for a trip to Palanpur, at present the northern terminus of the railway, which begins at Colaba in Bombay. The mail train leaves Church Gate Street station at 9 p.m. and gets into Ahmedabad next morning at 11-40, the journey of 309 miles being thus easily and pleasantly performed in less than fifteen hours: or at an average speed, including stoppages, of nearly twenty-one miles an hour. At Ahmedabad the broad gauge carriages are exchanged for those of the narrow; and, as a consequence, the remainder of the trip, although only 82½ miles long, occupies seven hours and fifteen minutes in transit, or at the rate of a little over eleven miles an hour. This is the first difference between the two systems which confronts the traveller, and it is a sufficiently striking one. As to cheapness, the narrow gauge has certainly the best of it—one anna carrying the third class passengers five-and-a-half miles, and one rupee the first class passenger sixteen miles, against 2·9 miles for the third, and 13·5 miles for the first by the broad gauge railway. It is true that Government have just sanctioned a reduction of 25 per cent. in the fares on the Bombay and Baroda Railway, but even that will not bring them down to the level adopted for the Rajputana line. Whether the latter scale will pay, and whether it will not have to be raised, remains to be seen. So far as the first class passenger is concerned, the journey from Bombay to Palanpur at present costs him Rs. 29-4.

Until the line is joined to the railway sytems of the North-West and the Punjab, the number of through passengers passing Ahmedabad will, of course, be limited. Still, in a short time the line will be completed so far as Mount Abu, which sanitarium is sure to attract a share—and not improbably a considerable share—of that Anglo-Indian population which passes a portion of its yearly existence on the hill tops of this country. In view of that traffic, and of the through traffic that will come later on, the Bombay and Baroda people will have to look to the matter of passenger accommodation at the Ahmedabad station, which at present, although not bad, is capable of some improvement. In the first place, the journey from Bombay is a very dusty one, and, by the time Ahmedabad is reached, clean water, soap, and a towel have become necessities of life. On the morning we arrived, the prosperous looking butler in charge of the rooms was apparently as indignant at being disturbed from his repose to look after our wants, as we were at not finding these all ready to hand. Remonstrance did not appear to have much effect either, for, on being sternly told that the *burra sahib* would be specially interviewed for his behoof, he ended the controversy with a confident "*bahut acha*," quite satisfied that it should be so. Doubtless, however, as the passenger traffic increases, the station attendants will see the necessity of opening the rooms to the fresh air of heaven, and of providing a plentiful supply of water and washing apparatus previous to the arrival of each train. To do the butler justice, however, I am able to commend his breakfasts as being rather better than the average fare provided at Indian railway stations. If necessary, also, the traveller may break his journey at Ahmedabad, for there is sleeping accommodation at the station, which will enable him to devote a day or two to visiting the numerous and magnificent mosques of the ancient kings of Gujarat. Should he elect, however, to proceed on his journey to Palanpur without a halt, he will find the vehicles of the Rajputana State Railway drawn up on a siding close by. As yet, a platform has not been provided—and, indeed, that convenience but very partially exists at even the roadside stations—a point which those gentlemen, whose terrible business it is to go into the first cost of broad and narrow guage lines, had better bear in mind. It may be that the latter is cheaper than the former, but certainly, so far as the Western Rajputanna Railway is concerned, nothing like the conveniences are provided which are to be found on the Bombay and Baroda line. As a set off against the absence of cover and of platforms, the footboards of the carriages are only a short distance above the ground, so that to step in and out wherever the train may stop is easy enough.

During the time that we remained at the Ahmedabad station, and while the narrow gauge train was preparing to start, it was amusing to watch with what undisguised contempt the whole staff of the Baroda Company viewed Her Majesty's State Railway—on the narrow gauge system. From the traffic managers and station-masters, down to the native firemen, the newly started concern is looked upon entirely as "a one horse affair." An engine-driver of the old established line, with whom I conversed, scornfully asked if any sane individual could call "that ere thing a railway," and remarked that in his opinion "it was nothing more than a bit of a tram," averring further that, so far as carrying the mails was concerned, he would "back a good long-winded set of *tapal* coolies against them any day." Then, too, the officials and others belonging to the other train had a dejected look about them, as if they knew they had no claim to be called *pucca*, and when an official of the Baroda Railway demanded to know "if three quarters of an hour behind time was what they called punctuality," there was not a word in reply by way of defence. There are no first class carriages ready as yet for the new railway, but a really comfortable and neat second class vehicle is provided with each train; and, so far as appearance goes, the narrow gauge cars, both second and third, are all that can be desired. I inspected also one of the first class carriages, which was to be ready in a day or two. They are provided with the usual lavatories, and altogether, in point of comfort, compare most favourably with those of others and broad gauge railways. Being new, and the centre of gravity being very low down—for they are mounted on, comparatively speaking, pigmy wheels—the second class vehicles at least—run very smoothly. Of course the speed is a low one, but still the quiet gliding motion, and the almost complete absence of vibration, when the road is good, is most pleasant. As yet there are more engines than rolling stock available, and not by any means sufficient of the latter to carry the traffic which has been offered to the line from the very first day of opening; so a large proportion of the third class passengers are stowed promiscuously inside covered goods trucks, on the floor of which they squat, while others find a place in open waggons. Most of the people carried are new to railway travelling, consequently we observed that those of them who were packed in the closed trucks were at starting most happy and jubilant. Examining their condition at the first station, we found them not so noisy; a little later on they were perfectly quiet, and looked somewhat warm, but by the time they had rubbed against each other for a couple of hours, they had become desperate, while wrangling if not downright fighting had become general. At last my own servant who had, it seems, been wedged in between a fat Bunia on one side, and a lean and angular famine cooly on the other, turned up and declared that if that sort of thing was to go on he would be quite unfit to serve us at the end of the journey. It will thus be apparent that a supply of third class carriages is urgently needed, for at present the journey between Palanpur and Ahmedabad is a kind of slaver's "middle passage" on a small scale. Those travellers who were allotted to the open waggons had a pleasanter time of it, and a venerable looking Mussulman in one truck, while halted at a station, gave the signal for prayers, several followers of the Prophet responding to the invitation. The Koran, however, does not provide for prayers being said in railway trucks—a truth which our engine driverenforced by giving the least bit extra jerk in starting, thus ending the devotions in a more abrupt and unseemly manner than is usual. But the venerable gentleman aforesaid was most persistent, and began a afresh at each station, but always wound up with his heels in the air so that those prayers, I believe, are not yet finished. It is only fair to the railway officials to state that they have been compelled to commence running before their arrangements, or even before the line itself was ready. Thus even tickets for the passengers have not yet been provided, or books for the clerks to enter their transactions in. Then, again, between Ahmedabad and Palanpur there are numerous diversions round unfinished bridges and other uncompleted portions of the main line, which will not be quite ready for some months to come. It is thus hardly fair as yet to criticize the working of the railway. It was found, however, that the people were paying those in charge of ballast trains considerable sums to be allowed a seat in the waggons, and so it was decided to open for traffic with the limited means available. So far the results have been most satisfactory, and the two trains which run either way carry a daily aggregate of one thousand passengers. This, of course, may be expected to increase so soon as the people in the outlying districts learn, which they have not yet done, that the railway is available, and when the population have become accustomed to railway travelling. The present is also the unhealthy time of the year, and this year the most unhealthy one the country has experienced for a long period. Fever is prevalent everywhere, and the people are dying in large numbers. Of the railway staff hardly any have escaped, and at one time the engineering works were almost stopped from the number of employés who were reported sick. I have been informed, although I will not vouch for the credibility of the statement, that in Ahmedabad itself the price of wood has gone up considerably from the large demand occasioned by the very extensive burning of defunct Hindus that is now going on. The appearance of the people everywhere is quite sufficient to show that they are undergoing great suffering, and the number of fever-stricken wretches to be seen lying about proves the trials to which the population is subjected. Then, when this sickness has abated, the passenger traffic may be expected to mount up, for at present the entire business of the district has almost been put a stop to. In the meantime, Mr. Conder, who has charge of the traffic arrangements of the new line, assures me that although he has been at the opening of several Indian railways, he has never seen so encouraging a beginning as that which the Rajputana Railway has experienced, and the trains are filled with passengers in a manner that many older lines cannot boast of. As for goods traffic that has not as yet commenced to any extent, and is not likely to until next month when the new grain and seed crops will be ready for market. At present the produce is being gathered from the fields, and a most satisfactory harvest it is. The crops are in splendid condition everywhere, and a large surplus is expected to be available for export. Next to grain the staple produce of the districts lying between Ahmedabad and Palanpur is rapeseed, most of which is exported to Bombay The railway is therefore in a short time certain to be called upon to carry the crops now being reaped to the coast, and it is to be hoped that the line will be ready for the traffic. At present there is not sufficient rolling stock to meet even the passenger traffic, and strenuous efforts will have to be made by all concerned, if this season's business is to be secured for the railway.

A matter to which my attention was especially directed, and which it is to be hoped will not escape the Bombay Chamber of Commerce, is the establishment by the Baroda Government of toll houses at each station for the collection of customs duties. The railway had not commenced running ere the Gaikwar's officials made their appearance, and began to open and examine even the private effects of passengers. One portly-looking native gentleman who was attending on a large trunk I observed to protest, as only natives know how to protest, against the proposed inquisition, and after a prolonged and warm discussion, in which every one in the vicinity took part, wound up by declaring his readiness to pay whatever was demanded of him, but he enforced with vigorous gesture his determination to oppose the opening of his beloved box. At Mehsana, one of the most important stations on the line, the village magistrate was present and I took the opportunity to interview him. He informed me that the customs duties have been much reduced on the old scale, and that only fifteen articles are now liable to taxation. The reduction amounts to as much as twelve annas in the rupee,—so I was given to understand. It is to be hoped, however, that Sir Mahadav Rao will see his way to abolishing them altogether. Similar duties in the Nizam's country, render business by honest traders there almost impossible, and it will be the same in Baroda. The machinery by which they are collected is always vexatious in its working,—it cannot well be otherwise,—and is used above all things as a vehicle for exaction and extortions by dishonest officials. The results to the treasury, in short, are not by any means commensurate with the restrictions to commerce.

To return to the railway itself. The mail train leaves Ahmedabad at 12-20 and runs alongside the Baroda line to the other side of the Sabarmati river, crossing between the broad gauge rails on the new bridge which has been built to replace the old construction until the next "largest on record flood" brings with it that ending to which all Indian bridges are destined. After leaving the broad gauge train the narrow gauge vehicles look small and insignificant, but this feeling soon wears away, and after a time the carriages appear not much smaller than those to which we are accustomed in England. At Sabarmati we leave Ahmedabad with the tall minarets of its ancient mosques and the taller, if less graceful chimneys of its modern spinning mills behind, and enter a rolling, fertile, well-wooded, park-like country whose luxurious foliage and golden crops—barely hiding the ruined pillars and temples of a bygone age that abound, gives one a more vivid idea of the "gorgeous East" than do most districts in the vicinity of Bombay. Our train has started nearly forty minuts late, consequently our engine driver cracks on steam to make up for lost time while yet the the road is good; for a few stations further on he tells us the line is not in a condition to stand rapid travelling with safety. But to begin with, the train rushes on at over twenty miles an hour, and when we are told that with a good road this particular engine can take its load "comfortable" at thirty-six miles an hour, we begin to think a little better of this much maligned narrow gauge railway. It is strange how an engine-driver stands by his engine and loves her as much as any sailor does his ship. At first our driver was prepared with a similar string of deprecating remarks about narrow gauge lines in general and the Western Rajputana Railway in particular, to those which we had been accustomed for the past twenty-four hours. But after a little encouragement he began to sing the praises of his own engine. Whatever might be said about the others, he had "nothing against her." "She takes her road easy-like and walks off with her load without a word;" and he was prepared to back six months' pay that when the line was in proper condition he would carry his twenty-four trucks the 82 miles, that separate Palanpur from Ahmedabad in less than three hours every day of the year. There is one thing in which the superiority of the narrow over the broad gauge is most marked. I refer to the whistling capacity of the two systems. Apparently the smaller the engine the louder the noise, and at present the whole country from Ahmedabad to Palanpur re-echoes incessantly with the shrieks of these diabolical little machines. There is not much to note in the country as we go along, and the landscape is decidedly monotonous. There are no hills, not even on the horizon; nothing but a succession of neat hedged in fields, covered with standing or cut crops and studded over so far as the eye can reach with numerous trees. Here and there we observe wide patches of land not under cultivation; and in respect of reclamation the railway is certain to work wonders. The soil, we are told, is fertile; but the ryots more ignorant than usual, and only common crops are raised where cotton, tobacco, and indigo would flourish. In short, there is much room for the development of what undoubtedly ought to be a rich country. Cattle apparently are numerous, judging from the large numbers that are to be met with on the line of rail. Travelling on the engine, in short, is exciting, and once or twice it looked as if we might have a list of killed and wounded, that if it happened in Afghanistan, and the writer of this despatch were General Roberts, would have resulted in a larger shower than usual of K. C. B's. C. B's. and C. S. I's. Our engine-driver was, however, equal to the emergency, and turning on his cylinder cock at the critical moment, the hissing noise that resulted was always too much for *bile* or buffalo. This matter the authorities of the State Railway had, however, better look to in time; for engine cow-catchers are not always effective in preventing a train from being thrown off the line. The road also is decidedly not safe in its present condition. It is not ballasted, and some portions are very rough. True, the maximum speed is limited to fifteen miles per hour, but the trains start late, the diversions are numerous, and over these the trains must go slowly, so that, as a matter of fact, the drivers are compelled to put on speed to make up for lost time. The vehicles are also provided with some new fangled style of couplings that cause endless trouble, occasion much loss of time, and that are always giving way. On our return journey from Palanpur this morning, we seated ourselves in the third class carriage at the end of the train, and while looking out at one of the diversions, were just in time to notice that the rest of the carriages were gradually sailing away from us, and the engine in full blast. Remembering that we had guests for the St. Andrew's dinner in Bombay, to jump out and gesticulate frantically so soon as we had recovered our feet was the work of a moment, and luckily we were observed; but the train was detained for three quarters of an hour while the broken couplings were bound up again. The pointsmen are not up to their work, most of the railway employés are new hands, and the locomotive staff have not been paid for two months; so that, although admitting that the line has been opened before all was ready, still, being open, if the authorities are not careful and energetic, we may before long have a catastrophe which will cost the country no end of money in committees of investigation, reports by Royal Engineers, and so on. The stations along the line are built with brick dome roofs, wood being expensive; this style of architecture gives the railway buildings a not unpicturesque appearance, but it would have been better to have fortified and loop holed them after the manner adopted on the Madras Railway. As is usual in India along the line of new railways, crowds of people assembled at all the stations and crossings to see the train pass, and it was amusing to watch the signal coolies profoundly salaam the engine as it approached and likewise the last carriage as it passed. Probably the "ag-ke-gharrie" to them is the living master whose salt they eat. The train being late did not get into to Palanpur until ten o'clock, by which time a remarkably cold wind was blowing, and as the station is provided with very wide doorways, but no doors, the position is a trifle airy and not very comfortable. That matter will most certainly have to be rectified, or every traveller who passes through Palanpur will be writing to the Bombay papers, to prevent which, measures ought to be taken in time. From Palanpur to Deesa is eighteen miles, and from thence to Mount Abu about forty. In the beginning of the year the railway will be opened as far as Mount Abu road station which is fifteen miles distant from the sanitarium itself. It will then be possible to reach the Mount from Bombay in about thirty hours, and as there is any amount of shooting in the neighbourhood, while the place itself forms one of the pleasantest hill residences in India, it is sure to be largely resorted to.

Siddapur, where I now write, is one of the most important stations of the line. We came here from Palanpur this morning and will resume our return journey in the evening. A large fair is being held at the place and special trains arrive every two hours carrying hundreds of passengers who are turned out of the trucks, in which they have been packed, almost helpless from heat and friction. The town is a large one, and is thronged by the visitors who have come to pray on the banks of the sacred Saraswati. Order is maintained by a large and imposing force of the Gaikwar's police, each member apparently being thoroughly imnbued with the importance of the high duty which has devolved upon him. In the centre of the town are the ruins of the famous Hindu temple Rudra Mala destroyed by Amad Shah. Enough remains, however, to show that the pile must have been stupendous, and that at one time it formed a noble piece of masonry. There are five massive columns still intact, and covered with the delicate carving for which the architecture of Gujarat, both Musaulman and Hindu, is famous.

AHMEDABAD, Nov. 28.

The Rajputana Railway has yet to learn the virtue of punctuality. Our train, and indeed all the trains, were four hours late last night owing no doubt to the pressure caused by the Siddapur fair. An engine while going at full speed ran off the line yesterday close to this station. No damage was done, but the incident confirms what I have said above regarding the unsafe condition of the road. On the whole the impression conveyed after a run over the new railway, from one point of view at least, is not unfavourable. At present the supply of rolling stock is ridiculously small; but I think it will be found that when in thorough working order the line will prove equal to the work it will be called upon to perform; but whether that work, heavy as it is certain to be, will be done as cheaply as if the gauge were a broad one, is quite another question. I only venture to say that with sidings at every station, and with the engines worked up to the power of speed and draught which they possess, the line if well managed is capable of pulling through much business. As to the break of gauge, there can be no question that a stupid mistake has been committed, for the railway is not light enough, it does not sufficiently approach Fairlie's system, to entitle it to be classed as a cheap line constructed for light traffic. On the contrary, a railway has been built which must cost but very little less than lines on the ordinary Indian gauge, and the break as a consequence drags grievous disadvantages in its train without any advantages to set against them. In short, the Rajputana Railway gives one the idea of being neither one thing nor the other. It is too good for that description of cheap light line which so many Indian districts stand in need of, but as a link in the chain of a great railway system that is to carry the commerce of 30 millions of people to the sea, it represents a grievous and culpable blunder, and although it may succeed in carrying its traffic, it will be at the needless sacrifice of efficiency and cheapness. I annex a copy of the conditions upon which traffic is to be exchanged between the new line and the B. B. and C. I. Company.

AGREEMENT proposed between Government and the Bombay, Baroda, and Central India Railway Company for the Interchange of Traffic between the Southern Section of the Western Rajputana State Railway and the Bombay, Baroda, and Central India Railway (hereafter called the Railway Company), and arrangements as sanctioned by Government Resolution No. 2057 of 1879, and Minutes referred to therein.

1. This Agreement for interchange of traffic and working to be in force for one year, from the date of the opening of the State Railway, and subsequently until the expiration of not less than six months' notice, which may be given either by Government or the Company at any time, but which is to expire only on the 30th June or the 31st December in any year.

2. During the continuance of this Agreement the State Railway will be entitled to work their trains into and out of the stations provided for the purpose at Ahmedabad and Sabarmati, having the joint and equal use of the booking offices, goods sheds, platforms, and all the traffic premises specially provided; all other premises and buildings, except the State Railway local goods and coaching premises, which may be required by the State Railway, are to be provided by themselves outside of the boundaries of the Company's land.

3. This Agreement is not to be held as giving to the State Railway any authority or permission or right to erect buildings or sheds, or lay in sidings, &c., within the Railway Company's boundaries at Ahmedabad or Sabarmati station, except provided herein, and any notice to terminate this Agreement is to be considered and accepted as also notice of the withdrawal, from the expiration of such notice, of all the rights and privileges given under it to the State Railway, to enter or use the Railway Company's station and land at Ahmedabad and Sabarmati.

4. The station staff at Ahmedabad and Sabarmati will deal with all traffic, through as well as local: and the traffic of the two Railways is to be dealt with in the same manner as if it belonged to one only, no undue preference being given to that relating to either Railway. The staff at the Ahmedabad and Sabarmati stations to be appointed by the Railway Company, who are to have the exclusive control of the stations and sidings, &c., within the station limits. It is hereby agreed that when not otherwise repugnant to any general rules and regulations of the Company, their staff shall comply with all reasonable requests and instructions of the Traffic Department of the State Railway as to the mode and manner of conducting such duties, to receive and comply with all circulars issued for guidance of the State Railway staff, whether issued by the Traffic Superintendent in regard to make-up of trains, or other details of working the State Railway traffic, or from the State Railway Audit Office in regard to rendering accounts dealing with cash which may arrive in State Railway trains from stations outside the limits of this Agreement.

5. The distant signals on either side of the Sabarmati junction station, both on the State Railway and on the Bombay, Baroda, and Central India Railway, are to be considered and accepted as the limits of the station, and the trains and engines and traffic as well as the staff of both Railways are to be under the control of the station staff at Sabarmati within the limits of the station as thus defined.

6. The staff of the State Railway are, while within the limits of the Sabarmati station, to obey and to be bound by all the rules and regulations, and also all instructions which may be from time to time in force, or which may be issued by the authorities of the Railway Company, who are to have the same rights and control over the staff of the State Railway, while within the limits of that station, as if they were the staff of the Railway Company itself.

7. All damages and accidents which may be caused by the joint station staff at Ahmedabad and Sabarmati to public, to the stock of the two Railways, to the traffic, whether goods or otherwise, and whether through or local, or which may from time to time arise or occur, within the limits of those stations, and all damages or losses which either of the Railways may sustain or be put to in consequence of the acts of the station staff, whether arising from carelessness or otherwise, within the limits of that station, are to be charged to the "Joint Station Expenses" account.

Each Railway to be individually responsible for damages or accidents caused by its own running staff within station limits.

8. First and second class passengers and parcels are to be booked through between such stations of both Railways, and of other Railways with which the Railway Company may have through booking arrangements, as may be from time to time arranged between the Traffic Superintendent of the State Railway and the Traffic Manager of the B. B. and C. I. Railway.

9. Goods are to be invoiced and booked through to and from all goods booking stations on both Railways, and also between all goods booking stations of other Railways with which the B. B. and C. I. Railway book through from time to time.

10. Consignments of goods of not less than fourteen seers in weight are to be booked through between the two Railways, but the minimum charge upon goods traffic booked through is to be for one maund, and no less charge is to be made than one rupee upon goods traffic, or than 8 annas upon parcels traffic, booked through.

Packages of less than 14 seers in weight are to be booked through as parcels. The minimum charge is to be divided in mileage proportion between the two Railways.

11. The traffic of Railways, whether Guaranteed or State, other than the B. B. & C. I. Railway, which may pass on to the State Railway, is in regard to the State Railway to be treated and dealt with in all respects as if it were traffic of the B. B. & C. I.

BANKS

COMPTOIR D'ESCOMPTE DE PARIS.

HEAD OFFICE,
PARIS.

SUBSCRIBED and PAID-UP CAPITAL.....£2,200,000
RESERVE FUND.....£880,000

LONDON BANKERS.
BANK OF ENGLAND.
UNION BANK OF LONDON.
MESSRS. C. J. HAMBRO & SON.
London Office, 62, Threadneedle Street, E. C.

CURRENT ACCOUNTS are kept but no interest allowed.
DEPOSIT ACCOUNTS are opened for fixed periods at rates to be obtained on application. No deposits received for less than thirty days.
LETTERS OF CREDIT payable at any of the chief commercial towns and cities of the world.
DIVIDENDS, &c., on Government Paper and other stocks received for customers without charge, if remitted home through the Bank.

F. VOUILLON, Acting Manager.
1, Rampart Row, W.

ORIENTAL BANK CORPORATION.
INCORPORATED BY ROYAL CHARTER.
CAPITAL PAID UP—£1,500,000.
BOMBAY AGENCY.

DEPOSITS of not less than Rs. 500 are received for fixed periods bearing interest at rates which may be ascertained on application.
No interest is allowed on Current Deposit Account.
BILLS are bought and sold on England, Scotland, Ireland, Paris, and on the Branches and Agencies of the Corporation at Calcutta, Madras, Ceylon, Singapore, Hongkong, Shanghai, Yokohama, Mauritius, Port Elizabeth, Melbourne, Sydney, and New Zealand.
Circular Notes are also issued for the use of Travellers negotiable in all towns of importance throughout the world.
The Corporation effect the purchase and sale of Government Paper, Stocks, Shares, &c., on account of constituents, and undertake the safe custody of the same, drawing the interest and dividends as they fall due.
Office Hours from 10 A.M. to 3 P.M. Saturdays from 10 to 1.

NATIONAL BANK OF INDIA (Limited.)

CURRENT DEPOSIT ACCOUNTS.
Interest is allowed on Current Deposit Accounts at 2 per cent. per annum on the daily balances up to Rs. 1,00,000, but no interest will be allowed on balances under Rs. 1,000.
FIXED DEPOSITS.
The Bank receives Money on Fixed Deposits and allows Interest thereon as follows:—
Deposits subject to 6 months' notice of withdrawal, 4 per cent.
Do. do. 12 do. do. 5 ,,
EXCHANGE.
The Bank negotiates and collects Bills payable in London, Calcutta, Madras, Shanghai and Hongkong. It also grants Drafts on London and on its Branches and Agencies at the Current Rates of Exchange.

By Order of the Directors,
WM. A. BAKER, Manager.
Bombay, 1st December 1877.

CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

HEAD OFFICE: 65, Old Broad Street, London, E. C.

LONDON BANKERS.
BANK OF ENGLAND. | LONDON JOINT STOCK BANK.
MONEY REMITTED.
At current rates of Exchange by the Bank's Drafts on its Branches and Agencies in the East, and
On LONDON, On IRELAND,
,, SCOTLAND, ,, PARIS,
And also on all the principal Towns in the AUSTRALIAN COLONIES, NEW ZEALAND, and TASMANIA.
If desired, the Bank will send the Drafts direct to the party whose address is given.
CIRCULAR NOTES AND LETTERS OF CREDIT available in all parts of the world are issued for the use of Travellers.
CUSTOMERS' SECURITIES are taken charge of, Dividends collected, and Investments and Sales of all descriptions of Securities effected.

INTEREST.
On Current Deposit Accounts is allowed at 2 per cent. per annum, on the minimum Monthly Balances, up to Rs. 100,000, but no interest will be allowed on balances of less than Rs. 1,000.
ON FIXED DEPOSITS.
Subject to 12 months' notice of withdrawal interest will be allowed.....at 5 p. ct. per annum.
Do. 6 do. do. do. 4 do.
All letters should be addressed, and Hoondies made payable, to the Agent, Chartered Mercantile Bank of India, London, and China.

H. W. JONES,
Bombay Agent.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

HATTON COURT, THREADNEEDLE STREET, LONDON.
INCORPORATED BY ROYAL CHARTER.

PAID-UP CAPITAL—£800,000.

RESERVE FUND—£150,000.

BRANCHES AND AGENCIES.

BOMBAY,	PENANG.	HONGKONG.
CALCUTTA.	SINGAPORE.	MANILA.
AKYAB.	BATAVIA.	SHANGHAI.
RANGOON.	SOURABAYA.	HANKOW.

THE BANK'S AGENCY IN BOMBAY
GRANTS DRAFTS ON ITS HEAD OFFICE, LONDON BANKERS AND CORRESPONDENTS IN GERMANY, AS WELL AS ON THE OTHER AGENCIES AND BRANCHES;
NEGOTIATES, AND RECEIVES FOR COLLECTION, BILLS OF EXCHANGE; EFFECTS REMITTANCES IN THE BANK'S OWN DRAFTS, WITHOUT CHARGE FOR COMMISSION; AND CONDUCTS ALL KINDS OF GENERAL BANKING BUSINESS.

INTEREST.
On Current Deposit Accounts interest is allowed at 2 per cent. per annum on the minimum monthly Balances, up to Rs. One Lac, but no interest allowed on balances of less than Rs. 1,000.

DEPOSITS OF MONEY
ARE RECEIVED AT CALL ON TERMS WHICH MAY BE LEARNED ON APPLICATION, AND FOR FIXED PERIODS AS FOLLOWS:—
6 months' notice ..... 4 per cent. per annum.
12 ,, ... 5 ,, ,,

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C. J. SHARP, Agent.

WINES, SPIRITS, BEER, &c.

FOR SALE	Rs. a.
AUL RUINART CHAMPAGNE .....Qts. per doz.	40 0
Do. do. Pts. per 2 doz.	42 0
CANTRELL and COCHRANE'S GINGER ALE.....Qts. per doz.	4 0
CALDY'S Do. do. ,, per doz.	3 12
1 pair Hinck's Telephones .....Rs.	30 per pair.
1 ,, Microphones ..... ,,	10 ,,
1 ,, ... ,,	7 ,,
2 Electric Bells ..... ,,	8 each

STIRLING & Co.,
No. 2, Dean Lane.

JEYES' PERFECT PURIFIER.
THE cheapest and most efficient of disinfectants. Does not Poison, Burn, or Stain. Unrivalled for Ship or Farm use, and for destroying Fleas or Ticks. Adopted by the P. & O. Co. and other large shipowners, and approved by the most eminent Chemists.
LOCAL AGENT—W. J. ESSAI.
SOLE IMPORTERS—STIRLING & Co.
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FOR SALE,
MESSRS. J. B. WHITE and BROS.' CELEBRATED PORTLAND CEMENT. Apply to
EWART, LATHAM & Co.,
Sole Agents, 3, Church Lane.
23rd September, 1879.

PAINS IN THE BACK, GRAVEL, LUMBAGO RHEUMATISM, GOUT, DISEASES OF THE KIDNEYS AND BLADDER, &c.
DR. DE ROOS' COMPOUND RENAL PILLS

ARE celebrated all over the world as the most safe and speedy remedy for the above dangerous complaints. Discharges of any kind, Stone in the Bladder, and Diseases of the Kidneys and Urinary Organs generally. Possessing tonic properties, they agree with the most delicate stomach, strengthen the digestive organs, increase the appetite, improve the general health, and in three days will effect a cure when copaiba, cubebs, and all dangerous medicines of that class have utterly failed. 1s. 1½d., 2s. 9d., 4s. 6d., 11s., and 33s. per box.
These celebrated Pills are infallible remedy in the most obstinate cases. By their use alone, many thousands are annually rescued to health, and the agonies of gout and rheumatism may now be considered a voluntary affliction, as no one need suffer these excruciating torments if they will only have recourse to these Pills, which are confidently recommended by the proprietor as the only real specific; whilst for weakness across the loins, sandy or other deposit in the water, and in all cases of renal or urinary disturbance, they are indeed unrivalled. They correct acidity of the stomach, promote the functions of the liver and kidneys, thereby preventing stone in the bladder, &c. Many complaints long supposed to be nervous, often arise solely from contamination of the blood with certain impurities which should have been carried off by the kidneys. Thousands of testimonials from grateful patients attest their marvellous efficacy. In boxes, 1s. 1½d., 2s. 9d., 4s. 6d., 11s. & 33s.

THE MOST WONDERFUL PILLS IN THE WORLD.
DR. DE ROOS'
PILULÆ VITÆ, OR VEGETABLE LIFE PILLS.

ALL sufferers from general nervousness, and morbid feelings, low spirits, loss of memory, sleeplessness, harassing dreams, unnecessary fears, mental irritability, failure of the mental and bodily powers, weakness of the nerves, headache, fulness in the head, giddiness, indigestion, and other symptoms of chronic disease, will hail with joy the discovery of Dr. De Roos' Life Pills, which speedily and almost magically remove pain and disease of whatever nature, restore cheerfulness to the spirits, vigour to the body, and strengthen all the organs on which health and life depend, they do not contain a particle of mercury, but are purely vegetable, and for all affections of the liver, flatulency, bile, sick headache, dizziness, loss of appetite, lowness of spirits, sensations of fulness at the pit of the stomach, pain between the shoulders, and the distress arising from indigestion and general debility they will be found of unexampled efficacy; and it is no small advantage that they can be taken at any time without danger from wet or cold, or necessity for restraint from business or pleasure. They act mildly on the bowels, without pain or griping, impart strength to the stomach, promote a healthy action of the liver, thus preventing, or when present, curing the jaundice and dropsy, clearing the skins, removing sallowness and pimples, purifying the blood, bracing the nerves, and marvellously invigorating the whole system. Females of all ages will find them invaluable, and should never be without them. Price 1s, 1½d, 2s. 9d., 4s. 6d., 11s, and 33s, per box.

THE MOST ASTOUNDING CURES *are daily being effected in cases of Nervousness, General Debility, Impurity of the Blood, Defective Circulation, Languor, Lassitude, Depression of Spirits, Indigestion, Pain and Palpitation in the Side, Harassing Dreams, &c., &c., by*
DR. DE ROOS'
WORLD-FAMED GUTTÆ VITÆ, OR VEGETABLE LIFE DROPS,

whose effects are really magical in restoring lost tone to the system (arising from whatever cause), re-invigorating and enlivening the whole corporeal frame, and gradually, but effectively, building up the most shattered constitution.
Although this truly wonderful recuperative tonic is not put forward as imparting immortality, it is not too much to say that by its means new life is, as it were, imparted to the nervous and debilitated, who were evidently sinking into an early grave; whilst to those of maturer years it will gently and serenely protract the close of life. Thousands of apparently hopeless cases given up by the faculty, are now in the enjoyment of health (life's greatest blessing), a living testimony to the unspeakable value of this remarkable medicine. Hundreds of testimonials too numerous to publish, may be seen by any one. This preparation is extremely pleasant to take and none need suffer while such a miraculous medicament is in existence. Persons of studious habits, debilitated females and those on whom the wear and tear of life is beginning to tell, should persevere steadily with this life-reviving tonic for one month, and they will be astonished at its results. All those who have tried other means, galvanic and electric appliances, &c., without any beneficial results, are earnestly recommended to make fair trial of this medicine, which, being concocted on the highest scientific principles, invariably gives the utmost satisfaction. Price 11s. and 33s. per bottle. Every package of Dr. De Roos' Preparations has the words "WALTER DE ROOS, LONDON," printed in white letters on the British Government stamp by order of Her Majesty's Hon. Commissioners. Sold by Messrs. TREACHER & Co., Limited, Bombay, and all the principal Merchants in India.

CUTLER, PALMER & CO.'S

QUOTATIONS, FOR COGNACS OF

EM. DUBOIS & CO.'S SHIPPING.

Cash.			Credit.	
21	4	* ONE STAR, in great demand, Old Cognac.....	22	8
24	12	* ONE STAR, Oval Barrels, with Glass Stopper	26	0
33	4	* ONE STAR, Barrels & robinet, with Glass Stopper, Metallic Tap, about 3 Impl. gall	35	0
25	12	* ONE STAR, Flasks, with glass Tumbler and Stopper per case of 2 dozs.	27	0
24	4	* ONE STAR, Flasks, without glass Tumbler, per case of 2 dozs.....	25	8
31	0	* ONE STAR, Half Flasks, with glass Tumbler and Stopper, per case of 4 dozs.....	32	8
28	8	ONE STAR, Half Flasks, without glass Tumbler, per case of 4 dozs.	30	4
26	8	TWO STARS, very old Cognac.....	28	0
29	8	THREE STARS, very old Fine Cognac	31	0

An order for 3 cases accompanied by Cash will carry a further Discount of 5 per cent.
Special terms to Messes, Clubs, and Co-operative Societies.

CUTLER, PALMER & Co., Sole Agents.
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THOMAS STEVENS,

STEVENGRAPH WORKS, COVENTRY,
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ARMY AND NAVY CONTRACTOR FOR
GOLD AND SILVER LACES, EMBROIDERY, NAVY HAT RIBBONS, &c.

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WHOLESALE & RETAIL WATCHES.

JUST unpacked a first quality of German-silver keyless LEVER WATCHES of solid and elegant construction at Rs. 24 only, GUARANTEED ONE YEAR.
Always on hand, all kinds of Watches of the best quality, and much cheaper than other firms.
Watches from Rs. 10 to Rs. 200.
Repairs of every description undertaken and executed with care and expedition at Moderate Charges.

THE BEST REMEDY FOR INDIGESTION.

NORTON'S

CAMOMILE PILLS are confidently recommended as a simple Remedy for Indigestion, which is the cause of nearly all the diseases to which we are subject, being a medicine so uniformly grateful and beneficial, that it is with justice called the "Natural Strengthener of the Human Stomach." "Norton's Pills" act as a powerful tonic and gentle aperient; are mild in their operation, safe under any circumstances, and thousands of persons can now bear testimony to the benefits to be derived from their use, as they have been a never-failing Family Friend for upwards of 45 years. Sold in Bottles at 1s. 1½d., 2s. 9d., and 11s. each, by all Medicine Vendors throughout the World.

CAUTION.

Be sure and ask for "NORTON'S PILLS," and do not be persuaded to purchase an imitation.

J. & P. COAT'S SEWING COTTON

PARIS EXHIBITION, 1878, AWARD OF GOLD MEDAL.
For superior strength and excellent quality.
To be had of all wholesale and Retail Drapers and Merchants throughout the World.

BEST SOFT 6-CORD SEWING COTTON. IN BLACK AND WHITE AND ALL COLOURS SUITABLE FOR ANY SEWING MACHINE.
EXTRA GLACE COTTON.
CROCHET OR TATTING COTTON.
In SKEINS or on REELS.
Unsurpassed in Quality.

LIEBIG COMPANY'S EXTRACT OF MEAT.

"Is a success and boon for which Nations should feel grateful."—See *Medical Press, Lancet, British Medical Journal, &c.*
"Consumption in England increased tenfold in ten years."
Invariably adopted when once fairly tried.
To be had of all Storekeepers and Dealers throughout India.
CAUTION.—Genuine only with fac-simile of Baron Liebig's Signature in Blue Ink across Label.

FINEST AND CHEAPEST MEAT-FLAVOURING STOCK, FOR SOUPS, MADE DISHES & SAUCES.

INVALUABLE FOR INDIA, ON ACCOUNT OF ITS KEEPING GOOD IN THE HOTTEST CLIMATES, AND FOR ANY LENGTH OF TIME.

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HEIDSIECK & CO.'S DRY MONOPOLE.

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THEODOR SATOW & CO., LONDON.—SOLE AGENTS FOR GREAT BRITAIN, INDIA AND THE COLONIES.

THE SILICATE PAINT COMPANY,

(FLETCHER, BERDOE & ORR, PROPRIETORS.)
"CHARLTON PAINT WORKS."
CHARLTON (BY WOOLWICH), KENT.

Patentees and Sole Manufacturers of the
"CHARLTON" NON-POISONOUS PAINTS AND COLOURS
For House and Ship Painting, Paper Staining, &c., &c.

The extensive Works of the Company, on the Banks of the Thames, have been greatly enlarged and remodelled under new management, and in future the QUALITY OF ALL GOODS WILL BE GUARANTEED.

Sanitary Science impatient of the deleterious substances hitherto in use, called loudly for
NON-POISONOUS PAINTS AND COLOURS,
And the inauguration of these Works is the response to that demand,
NO POISONOUS INGREDIENTS BEING USED IN THEIR MANUFACTURE.

The Company's products are now largely used at home and abroad by Government Establishments Dockyards, Arsenals, Railway and Shipping Companies, Public Institutions, School Boards Hospitals, &c., and wherever the laws of health and economy are studied.

Their comparatively low price allows of the
SILICATE PAINTS AND COLOURS
being used for the commonest as well as
FOR THE HIGHEST CLASS OF DECORATIVE WORK.

NEW DESCRIPTIVE LISTS & PATTERN CARDS ARE NOW READY,
And may be had, gratis, on application to
THE SILICATE PAINT COMPANY, CHARLTON, by Woolwich, KENT,
Or the Company's Offices and Depots,
LONDON, 107, Cannon Street; LIVERPOOL, 32, Seel Street; GLASGOW, 21, Hope Street.

NOTICES.

B. B. AND C. I. RAILWAY.

THE Undersigned is prepared to receive TENDERS for the supply of a THOUSAND TONS of First class MOULMEIN or RANGOON TEAK TIMBER.
Delivery to be made immediately, or at the rate of two hundred tons per month.
Tenders will be received up to the 3rd proximo, and Undersigned will not be bound to accept the lowest or any Teeder.

FRANCIS MATHEW,
Agent and Chief Engineer.
Bombay, General Offices, 27th November 1879.

B. B. & C. I. RAILWAY.

THE following REDUCED RATES are now being charged for COTTON to BOMBAY:—

From	Half-pressed per Ton.	Full-pressed per Ton.	From	Half-pressed per Ton.	Full-pressed per Ton.
	Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.
Nowsari			Anand	17 3 6	..
Muroli			Umreth	18 4 0	..
Suchean			Dakor	18 10 3	..
Surat			Bareh	20 0 6	..
Amroli	12 0 0	10 0 0	Palee	19 11 9	..
Sion			Naraid	18 1 6	..
Kim			Mamoodabad	18 15 3	..
Panowlee			Barajree	19 8 0	..
Ankleswr			Ahmedabad..	20 4 6	15 8 4
Broach			Saburmittee	20 3 3	..
Chamargaum	12 8 9	..	Ambli Road...	21 2 3	..
Palej	13 4 0	10 13 6	Sanand.....	21 11 0	..
Mesgaum	14 0 6	11 5 6	Charoli	22 3 9	..
Karwan	14 11 9	..	Jackwara	23 13 9	..
Mundala	15 0 9	..	Jhund	24 1 9	..
Nulla	15 4 6	..	Patree	24 13 0	..
Dubhoi	15 9 6	..	Kharaghora..	25 2 3	..
Chandode....	16 7 6	..	Viramgaum }	23 7 9	17 10 6
Bhadurpore..	16 6 0	..	Sabli Road . }		
Itola	14 9 3	..	Lilapore Rd }		
Baroda	16 0 0	..	Lak tar }	20 0 0	16 8 0
Wasnda.....	16 7 3	..	Wadwan }		

J. R. DUNBURY,
Traffic Manager.
Bombay, 24th November 1879.

"EUREKA."
SPECTACLES AND EYE-GLASSES.

NOTICE.—Early in December I shall visit Bombay for a few days only, when I can be *consulted free* on all cases of diseases of the Eye and defective sight.
In the meanwhile I have made arrangements with my Agents, Messrs. FAVRE, LEUBA and Co., to supply Free on application the second edition of my pamphlet, "HOW TO PRESERVE THE SIGHT," which fully explains the construction of the eye, the defects of vision, and how they can be properly remedied, &c., &c.
Due notice will be advertised of the date of my arrival.

N. LAZARUS,
5, Old Court House Street, Calcutta.

FAVRE, LEUBA Co.,
Sole Agents for Bombay.

ALWAYS ON HAND,
AT
P. GRANT AND SON'S,
RAMPART ROW, BOMBAY,
SADDLERY AND HARNESS
OF EVERY DESCRIPTION.
WHIPS, SPURS,
AND
MILITARY ACCOUTREMENTS.

ILL HEALTH.—Numerous diseases arise or cannot be got rid of by reason of impurity of blood. OLD DOCTOR JACOB TOWNSEND'S SARSAPARILLA has now for nearly half a century been prescribed in all such cases. Its cleansing, tonic, and restorative qualities render it peculiarly efficacious in cases of Biliousness, Disordered Stomach or Liver, Headache, Skin Eruptions, Botches, Piles, and ailments arising from a tainted state of the blood or debilitated constitution. To those living in crowded cities or in unhealthy districts its effects are magical. Many remedies for particular diseases fail in consequence of the enfeebled and impure state of the system. Cleanse, strengthen, and purify the system and blood, and maladies which have long proved incurable will vanish or yield to other remedies.
In conjunction with this invaluable Preparation may, with great advantage, be taken the OLD DOCTOR'S SARSAPARILLA PILLS, aperient and alterative, but not purgative. Wholesale Agents Messrs. Bathgate and Co., for Bengal and Calcutta; or at the Sarsaparilla Depot, 131, Fleet Street, London.
☞ NOTICE.—Fraudulent imitations of old Dr. Jacob Townsend's Sarsaparilla are being sold. The genuine is sold only in Red and Blue Wrappers, the Old Dr's head in the centre and the British Government stamp affixed.
. Agents.—TREACHER and Co., Limited, Bombay, Byculla, and Poona. BATHGATE and Co., Calcutta.

80 YEARS unparalleled success have proved that ROWLAND'S ODTINE ARTICLES are the best and purest ever made; they contain no lead, mineral or poisonous ingredients, of which nearly all other hair restorers, cosmetics and powders are composed, and which are therefore most dangerous compounds.

ROWLAND'S MACASSAR OIL
strengthens the hair, eradicates scurf, etc., and is especially adapted for children's use.

ROWLAND'S KALYDOR
eradicates cutaneous eruptions, prickly heat, freckles, sunburn, etc. and produces a beautiful complexion.

ROWLAND'S ODONTO
whitens the teeth and prevents decay.

ROWLAND'S EUKONIA
is a new and harmless Toilet Powder.

ROWLAND'S ESSENCE OF TYRE
for dyeing red or grey hair to brown or black. Ask any Perfumery Dealer for Rowland's Articles of 20, Hatton Garden, London.
THE ONLY GENUINE.
Wholesale and retail Agents.
TREACHER AND CO., LIMITED,
BOMBAY, BYCULLA AND POONA.

HUGHES'S LOCOMOTIVE AND TRAMWAY ENGINE WORKS, LIMITED,
4, COPTHALL BUILDINGS, LONDON, AND FALCON WORKS, LOUGHBOROUGH, ENGLAND.
TRAMWAY STEAM ENGINE
FIRST MEDAL, PARIS, 1878,
Shows no Steam or Smoke, and is noiseless. The only Engine as yet allowed on Tramways in England.
COLLIERY and TANK LOCOMOTIVES of all kinds.
TRAMWAY CARS AND TRAMWAY FITTINGS.
Special care and attention is given to this department.

RAYNHAM'S ENTERICON.
THE NEW SPECIFIC.
GIVES IMMEDIATE RELIEF and Speedy Cure in Nervousness, Indigestion, Flatulence, Palpitation, Lowness of Spirits, &c.
GIVES SPEEDY RELIEF and a Permanent Cure in Nervous Debility, Weakness, and all Functional Disorders.
RAPIDLY ERADICATES the NERVOUS and MUSCULAR SYSTEM, and is an Infallible Remedy for Liver Complaints, Female Complaints, Loss of Appetite, &c.
A SPECIFIC for all IMPURITIES of the BLOOD, Offensive Breath, Pimples, Eruptions, the baneful effects of Mercury, &c.
A Trial will satisfactorily prove the efficacy of this extraordinary medicine. Sold by all Druggists throughout the World.

SOLD WHOLESALE BY:—Smith Stanistreet & Co., Calcutta. Bathgate & Co., Calcutta. R. Scott, Thompson & Co., Calcutta. D. R. Kemp & Co., Bombay. Treacher & Co., Bombay, Byculla, and Poona. Barrie & Co., Madras. E. Plover & Co., Lahore and Simla. B. Gillon & Co., Lahore, J. Maitland & Co., Colombo. O'Hare & Co., Bangalore.

SCOTT & CO., M.R.C.V.S.,
VETERINARY SURGEONS.
HORSE EXAMINATION CERTIFICATES
Rs. 10; Examination and Verbal Opinion, Rs. 5; Horses standing at livery on Commission sale, Rs. 35 per month including horse-keeper. Commission on Horses bought and sold, Rs. 10. The Horse Shoeing Forge is under the management of a thoroughly practical English Farrier and every class of shoeing done.

HORSES ON COMMISSION SALE.
A very handsome powerful Grey Arab, 5 years old, 14-2½ high, has been through a Cavalry riding school and is good in all his paces, Rs. 1,000.
A handsome black Waler Gelding, 7 years, 15 hands, up to great weight, regularly ridden, first charger R. H. A. Price Rs. 1,000.
A white Waler Gelding, 7 years, 15-2 high, a perfectly broken charger, is very good-looking, and carries himself grandly in saddle; is also broken to harness. Price Rs. 700.
A grey Arab, 8 years old, 14-2 high, a well-broken Cavalry and Horse Artillery charger. Price Rs. 600.
A handsome Chesnut well-bred Waler Mare, 5 years, 15 hds. high, a splendid hack and thoroughly good in all her paces. Rs. 700.
A Grey Arab, 9 years old, 14-1½ high, very clever hack and hunter; has also been ridden on parade, goes in harness. Rs. 300
A Grey Arab Galloway, 5 years, 13-3½ high, very castoy, carries 13 stone well, is a splendid trotter, and gallops well. Rs. 450.
A handsome and high-caste BAY Arab, 6 years, 14-3 high, a free mover with pleasant paces; has been regularly ridden by a lady. Rs. 800.
A Chesnut Arab, 4 years, 14-2 high, would make a pleasant lady's hack. Rs. 600.
An English Miniature Brougham in good order, Rs. 650.
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SUPPLEMENT
TO
THE BOMBAY GAZETTE

BOMBAY:—TUESDAY, DECEMBER 2, 1879.

BOMBAY MILL-OWNERS' ASSOCIATION.

THE annual general meeting of members of the Association was held on Saturday afternoon at 17 Rampart Row, Mr. Dinshaw Manockjee Petit in the chair. The report for the year ending 31st October 1879 was read by Mr. J. Gordon, the Secretary. The following are the principal portions of the report :—

SHORT TIME MOVEMENT.

It will be remembered that at the last annual general meeting the following resolution was passed :—" That with the view of checking the great accumulation of stock during the present period of depression, the members of the Association do agree to close their respective mills every Saturday and Sunday from 15th February to 19th April 1879 ;" and an agreement to that effect was signed by nearly all the members of the Association. This agreement was pretty generally adhered to until about the middle of March, when letters were addressed to your committee by several members intimating, on various pretexts, that they would thereafter work their respective mills on Saturdays or Sundays, or on both days. Your committee deemed it to be their duty earnestly to impress upon them, and the other members of the Association, the necessity of strictly adhering to the agreement as the only plan by which the accumulation of stock during that period of depression could be prevented ; but this remonstrance had no effect ; the agreement was again violated, and the signatories were at once informed that it was no longer binding upon them.

BOMBAY BOILER INSPECTION BILL, No. 9 OF 1878.

This new Bill, which has been published in the Bombay *Government Gazette*, was forwarded to the Association for their opinion. It appears to have been substituted for the " Bombay Boiler Inspection Act, 1876," which it was proposed to introduce in that year, and on which the Association had the honour of reporting to Government in their letters to the Chief Secretary, dated respectively, the 6th May, 1876, and 4th July, 1877. Your committee, however, regretted that, with the exception of the provision to punish abuse of authority by the inspector, none of the modifications then recommended by the Association had been adopted ; for, although it was apparently the intention of Government that the wholly unnecessary and vexatious system of the periodical examination of engines should be placed in abeyance, yet Government, under section 31, retained the power of at any time making the Act applicable to them. The provisions of the new bill, moreover, were in many important points calculated to be much more oppressive and vexatious in their operation. Under the present law, certificates might be granted for twelve months ; by the new Bill, the period of a certificate is reduced to six months ; although nothing had occurred to prove that the period of twelve months was too long. It was the duty of the inspector to re-inspect the boiler at any time before the certificate ceased to be in force, if requested by the owner to do so ; the new Bill empowers the inspector to re-examine the boiler on any day during the period for which a certificate may have been granted, a power which would enable him to seriously impede the working of any factory. It is also proposed to authorize inspectors to receive consultation fees from owners, a system which formerly gave rise to many scandalous and objectionable practices. Further, it is proposed to raise the funds necessary for carrying out the provisions of the Act by means of rates on the estimated value of the machinery and works, instead of fees on the boilers inspected,—an innovation, which is in itself inequitable, and would fall heavily and unequally on the owners of large concerns. Against these, and other objectionable provisions, your committee protested. Their report on the Bill, dated 19th August, 1879, was duly forwarded to Government.

THE INDIAN TRADE MARKS ACT, 1879.

In 1877, your committee submitted to His Excellency the Governor in Council the importance of a measure being introduced into India similar to the Trade Marks Registration Act, 1875, 38 and 39 Vic, cap. 91, and the Trade Marks Registration Amendment Act, 1876, 39 and 40 Vic, cap. 33. The necessity of an Act providing for the registration of trade marks in India had for some time been felt, and would, with the increase of manufactures, become daily more apparent. In June last, a letter was received from Government forwarding copies of a letter from the Government of India, No. 596, dated 31st May, and of a Bill to provide for the registration of trade marks, together with the statement of objects and reasons which accompanied it, and requesting the Association to favour Government with any observations which they might wish to make on the Bill. The Bill proposed that the Registrar's office should be in Calcutta, and that the High Court of Judicature, Calcutta, should be appointed the Court for the purpose of the Act. Your Committee, in reporting on this Bill, recommended that the Registrar should have a sub-registrar acting under him at this port, and that the High Court of Bombay should, for convenience, be appointed a court for the purposes of the Act. Your committee were induced to make these recommendations in the hope that similar arrangements to those which have been made in England, under the English trade-marks Acts, for the convenience of the cotton trade, would be made in India. To facilitate the granting of trade-marks in respect of cotton goods, an office had been established at Manchester, by the Commissioners of Patents, and subject to their control, for the exhibition of all trade-marks used in the cotton trade. For the same purpose, it was desirable that offices should be established by the Registrar, and subject to his control, at Bombay and Madras. It was at least necessary, for the efficient working of the Act, that an office should be established, and a committee of experts appointed at Bombay, where the Indian cotton manufactures were principally carried on. Provision is made in the rule under the English Acts for the appointment by the Commissioners of Patents of a committee of persons versed in the usages of the cotton trade ; and your committee strongly recommended that a similar committee of experts, with similar duties, be appointed in Bombay, and that it be composed of members of the Bombay Chamber of Commerce and of the Mill-owners' Association. Your committee further recommended that the English rules generally should be adopted, but that they should be sent to the Association for approval before adoption ; and that all trade-marks which had been in use in India before the passing of the Act might be registered, provided they were well known trade-marks.

THE FACTORY LABOUR BILL.

On the 7th of November, a Bill was introduced into the Legislative Council of the Governor General to regulate labour in factories. The Bill was referred to a Select Committee of the Council. In the discussion which took place when the Bill was introduced, the Honourable Mr. T. C. Hope remarked that, to a great extent, in fact in almost every particular, the Bill was to be considered merely as a sort of carcase put forward for the Select Committee to work upon. Until, therefore, it is seen in what shape the Bill issues from the Select Committee, it would be premature to discuss the details of it. But in regard to the principle of the Bill, your Committee have already forwarded a protest to the Select Committee, for they believe that the measure is wholly uncalled for, and that, however desirable such legislation may be in England, the circumstances and peculiarities of India furnish no analogy for the introduction of such a measure into India while the restrictions sought to be imposed will be a grevious hardship to the work-people, and an injury to the manufacturing interests of the country.

The accounts of the Association for the year ending 31st October 1879, show a credit balance on that date of Rs. 13,880-4-11.

On the motion of the chairman, seconded by Mr. Tapidass Vurjdass, the following resolution was carried unanimously:—" That the report of the committee which had been circulated be received, and that the same be printed for general information together with the document therein referred to, and that the statement of accounts be accepted."

The Hon'ble Morarjee Goculdas said—The year which has just passed has been an exceptionally unfortunate one in the history of our Mills. We have had to contend not with one difficulty but with a series of difficulties, some of them foreseen and others unexpected. There was in the first place a serious collapse in the industry itself. The last year left us with an overstocked market and a people borne down by the famine. This was followed by several mills going into liquidation and producing a state of panic in the market. Credit generally was shaken. At such a time one would have expected Government to support the interests of the industry and do nothing to blight its prospects. But instead of this it was on the other hand thought proper to encourage its rival and remit even that portion of the import duties which did not come within the scope of protection. And as if all this were not enough, we are to have a new Boiler Inspection Act and a Factory Act, all of which together are more or less destined to hamper the industry, and act as a sort of encouragement to the Manchesterians. It is not for me, gentlemen, to attribute motives to those to whom our destinies are committed, but who will not feel discomfited at the words which so responsible a member of the English Cabinet as Lord Salisbury lately chose to address to the Manchesterians, urging them, for reasons best known to himself, to persevere and leave nothing undone till the import duties are *in toto* abolished, as if the interests of the people of India and the necessity of increasing harrassing systems of taxation were nothing before the interests of Manchester. What the results of this will be it would be premature at this moment to say. But I fear the truth has yet to be appreciated by those in power, that on the future of the mill industry of India depends to a great extent the solution of the Great Indian problem of finding work for the people. It is not the interests of a few mill-owners only that are at stake in the matter, nor is it a question affecting merely thousands of shareholders who have invested their money in the mills, but it concerns a very large number of the lower classes, and as such it ought to concern the Government. Talking to a European friend lately on the subject of our mill industry, I was informed that he intended some time ago to invest some money in the mills, which he was prevailed upon in England not to do, because the Manchesterians were determined upon trying their best to put down the mill industry of India at any sacrifice. Had we felt these signs before locking up our money in mortar and iron we could have taken better care and not become the eyesores of Manchester ; but unfortunately we are obtaining this experience at a somewhat bitter cost. Our country handloom weavers have already lost their livelihood, and if the mills, which are trying to supply their place, be compelled to share the same fate, the result will be one which it is not pleasant to think of. The Government especially, I fear, will have to deal with a large pauper population—a fact which will not be brought home to their minds till it actually happens. However, let us hope that the future will be prosperous. In the midst of all this it is somewhat encouraging to find that some of the mills which had gone into liquidation have been taken not by speculators, but by some of the best investors. The monsoon also has been a promising one, and unlike the past two years, the state of the crops, this year is, on the whole, good. As grain is expected to be cheaper, we may hope the people will be enabled to buy more goods. The other subject which will require our attention is the necessity of a Partnership Registration Act. I have been feeling this since many years past, and I am glad that the subject has now attracted notice in prominent quarters. The Local Chamber of Commerce have taken this matter in hand. The necessity of legislation in connection with it is urgent in the interests of commercial morality, and I hope it will receive the due support of everybody that is concerned in our commercial progress. I will make only a few remarks on the subject of the Factory Act on which we are about to send a memorial to the Government of India. The provisions of the Bill, introduced in the Supreme Legislative Council, are, no doubt, on the whole moderately drawn, so far as they prohibit the employment of children under eight years of age. But it is somewhat cruel to prevent children whose ages vary from 12 to 16 years from working for more than eight hours a day. These are not children in this country, but are in most cases parents. The difficulty will be to employ some persons at eight hours out of the day, as for the remaining hours fresh gangs must be employed. In England, where labour is comparatively dear, this inconvenience has to be endured, and here, where there is an overemploy of labour, and where labour to any amount can be secured of over 16 years of age, it is evident that the effect of such legislation will be to throw out of employment this class between 12 and 16 years, though they may have blind or maimed relatives depending on them, and leave them to the occupation of gathering manure from the streets, or begging from door to door, or pilfering. The only result of this will be that no mill will employ such persons, and a large number of widows and invalids dependent on them will be deprived of their livelihood on that account. With regard to the protection of children, I have no objection to offer. I do not myself employ children under 8 years of age, and any reasonable legislation about young persons, whose ages vary from 8 and 12, I should not oppose, though my view is that it will have the effect of depriving this class of the benefits of this industry, and force them to others more laborious, and perhaps demoralizing. I would, therefore, rather recommend no employment under 10 years, and leave over that age free. It must be borne in mind that the capital invested in mill industry cannot now be diverted to other channels, however Government may much deprecate any competition with Manchester. We have invested 5 to 6 crores of rupees in this industry ; it benefits the city, it benefits the people, it benefits the country at large by giving employment to labour, and it ought not to have to meet at every turn some obstacles thrown in its way by Government. No one can doubt the vastly improved conditions of the mill operatives over what they were when engaged in agriculture, which barely gave them enough to keep body and soul together, and now we have legislation proposed apparently at the instance of Manchester to throw out of employment 15 to 20 per cent. of those who are even gladly availing themselves of this kind of labour. The chances are that the Bill, which overlooks all these special conditions of India, will pass, but that ought not to deter us from expressing our opinions freely in its bad features. A very grave feature of the Bill is that it is not to be applied to the whole country. Professing to be a Bill for India, it is evidently aimed at Bombay to please Manchester, but so made that it can, and no doubt will, be applied to this Presidency alone, without giving the legislators and the local Government the opportunity of discussing it. If India needs this Act let it become law for all India ; if not let the Bill be withdrawn.

Mr. James Greaves, in respect to the short time movement, said he was sorry that the decision that had been come to by the Association at its last meeting had been broken into. He did not quite agree with the terms of the Factory Act, and saw no reason why children above twelve years of age ought to be interfered with, for they were able to work. There was, however, another matter which he thought sooner or later would be taken up, and of which the Factory Act was but the thin end of wedge. He referred to the long hours the work of the mills was continued. It was in he interest of the millowners to take the matter in hand, and not to allow the mills to be working from so early an hour of the morning, 5-30 up to 7-30 in the evening.

The chairman said the mills did not work up to so late an hour.

Mr. Greaves said he spoke from what he knew of his own mill, and besides what he had seen of other mills.

Mr. Latimer said he was quite prepared to corroborate what Mr. Greaves had stated.

Mr. Greaves was of opinion that if the mills were stopped on Sundays there would be fewer holidays to give the workmen, and the millowners would, besides, find that their outturn had not in the least diminished.

The chairman said that Sunday was not a holiday of the natives, and that they would strike work if leave were not given them during the *Dewali*, *Holi*, and such other festi-

vals. For this reason the people in his own mills worked on Sundays, even on the European New Year's Day, but when their own holidays came round they were given them.

Mr. Nanabhoy Byramjee Jeejeebhoy said the subject that was being discussed was not before the meeting.

Mr. Muncherjee Nowrojee Banajee said—Gentlemen, I hope you will permit me to say a few words on an important subject, though it has not been alluded to in the report. I mean the recent withdrawal of some members of our Association. It is a matter of great regret that at a time when the hands of this Association ought to be greatly strengthened, a few members should have thought it fit to retire without having afforded the Association any reasonable grounds for so untoward a step. It is an undoubted fact that this Association has been the channel of doing immense good to the chief cotton industry of the place; and it will not be denied that but for its opportune interference from time to time on all important matters affecting us, our mills would have this day been subject to a number of vexatious and useless restrictions. You must remember, gentlemen, that we have to face a very influential opposition backed by all the authority of a powerful Government. Each of us does not meet here to protect his own individual interest, but to protect the common interest of our large and important industry. Unless, therefore, there is both strength and union among us, we cannot be expected to succeed as we should wish. I would refrain from mentioning names; but it seems to me a matter of surprise that a few of our enlightened and influential citizens of this place should have held themselves aloof from the Association, though they have not been backward to share all the good that institution has been hitherto able to perform. I trust, therefore, that these will at once become its members and support it both by their money and advice. I also hope that those gentlemen, who have recently become the proprietors of the mills just sold, will cheerfully join this body, started as they have under more advantageous circumstances than those which befel the lot of their predecessors. One other subject which requires a prominent mention is the introduction of the Factory Act in the Supreme Legislative Council. It would be premature to state anything on the subject at present in this place. The Bill is under the consideration of your committee, and I have no doubt that all the attention necessary to be bestowed on so important a measure would be given to it, and a respectful memorial forwarded to the Supreme Government as early as practicable. My friends, the Hon'ble Morarjee Goculdass and Mr. Greaves, have both alluded to the subject, and I agree with much of what has fallen from them. A distinguished and well-known journalist, in an able leader of this morning, has read us a lecture in the matter. It has always been a pleasure to me, as I dare say to all of you here, to read some of his able editorials and take counsel with him on important questions when he has rightly grasped them. And I think it would have been better had he delayed his criticisms till he had heard the other side of the question. For, then he would have been in a better position to command respect for his opinions. I am of hope, however, that when the Association's protest is published he would be able to give it his unbiassed consideration; and there would then be enough time for us to hear his structures, whatever they be, with that respect which they generally command.

The following resolutions were then carried *nem con*:—

It was proposed by Mr. Nusserwanjee Manockjee Petit, seconded by Mr. Ahmedbhoy Hubibbhoy—"That Messrs. Dinshaw Manockjee Petit, Muncherjee Nowrojee Banajee, Tapidas Vurjdas, Nanabhoy Byramjee Jeejeebhoy, and the Hon'ble Morarjee Goculdas, who retire from the committee in accordance with the rules of the Association, be re-elected members of the committee."

It was proposed by Mr. James Greaves, seconded by Mr. M. N. Banajee—"That Mr. Dinshaw Maneckjee Petit be elected chairman, and the Hon'ble Mr. Morarjee Goculdas deputy chairman of the Association."

It was proposed by Mr. Nanabhoy Byramjee Jeejeebhoy, seconded by Mr. Dwarkadas Vussonjee—"That Messrs. James Greaves, Vullubdas Valjee, and Nowrojee Nusserwanjee Wadia be elected additional members of the committee in accordance with rule V of this Association."

The meeting concluded with a vote of thanks to the chairman.

ATTEMPT TO RESTRAIN THE SALE OF THE COLABA SPINNING AND WEAVING MILLS.

THE official liquidators of the Colaba Spinning and Weaving Company appeared before Mr. Justice Green at the High Court on Saturday last to show cause against a rule *nisi*, with an interim injunction, which had been issued against them at the instance of the New Colaba Company, the lessors of the land on which the property of the Colaba Spinning Company stands. Mr. Latham, instructed by Messrs. Ardaseer and Hormusjee, appeared for the liquidators; and Mr. Pigot, instructed by Messrs. Prescot and Winter, for the New Colaba Company.

The rule required the liquidators to shew cause why they should not admit the claim of the New Colaba Company for the total amount of rent hereafter to fall due under the two indentures of lease, dated 16th May, 1879, or for such sum as the court may direct, and why they should not be restrained from selling the leasehold interests of the company except upon such terms (to be approved of by the court) as would protect the New Colaba Company from loss by reason of the breach of any contracts to pay rent; and meantime, the liquidators were restrained from entering into any contract for the sale of the leasehold interests of the New Colaba Company.

Mr. Latham said he appeared to shew cause against the rule granted by his Lordship on the 23rd October last. There were two things; one to admit the claim of the lessors for the total amount of rent hereafter to fall due; and another to restrain the sale of the leasehold interests of the New Colaba Company. He objected to the first as being entirely premature, and to the second on the ground that the New Colaba Company had no right whatever to restrain the sale as long as their rights remained unaffected. The affidavit on which the rule was granted was that of Mr. John Hector, secretary of the New Colaba Company, who stated among other things that, by an indenture, dated 16th May, 1879, a parcel of land, with the buildings standing thereon, containing by estimation 4,417 square yards, which was lately in the occupation of the Frameje Cowasjee Patent Press Company, was demised to the Colaba Spinning and Weaving Company for a term of 99 years from 1st June, 1862 at the yearly rent of Rs. 6,625-8 payable half yearly. By another indenture, a second parcel of land, with the buildings standing thereon, admeasuring 5,616 square yards, was demised to the same company for the residue of a term of 999 years from 1st January, 1874, at a yearly rent of Rs. 19,656. There are 82 years still unexpired of the term of the first lease, and the total rent which will hereafter fall due amounts to Rs. 5,43,250. There are 993 years still unexpired of the term of the second lease, and the total amount of rent to fall due amounts to Rs. 1,95,18,408. On the 17th September last the solicitors of the New Colaba Company sent to the solicitors of the Colaba Spinning Company claims for the whole amount of future rent to become due to the former company, amounting in the aggregate to Rs. 2,00,87,939. No answer had been received, nor had the claim been admitted. The properties were shortly to be sold and the leases to be assigned; the assignee would be entitled to remove the machinery and trade fixtures; and he could be compelled to pay the rents until such time as he re-assigned the leases, and no longer. The property and buildings included in the leases did not in themselves form a sufficient security for the rents reserved by the leases. An affidavit had been filed in reply to the above by Mr. De Quadros, one of the official liquidators, on the 21st November last; and his Lordship would see that the question was merely one of law. Mr. De Quadros said among other things that, up to the 16th July last, the official liquidators had received no claim on behalf of the New Colaba Company, nor any intimation as to their intention to oppose the sale of the property. On the 15th and 22nd September, 1879, offers were received from the company to purchase the Colaba Spinning Company's mill, which were considered inadequate and were therefore rejected. In October last the liquidators invited private offers up to 1st November, 1879. The order of Mr. Justice Green, dated 23rd October, restraining them from entering into any contract for the sale was not served upon them until the 28th October, and copies of the affidavits were not furnished until the 31st October last. The liquidators were not bound to inform the claimants, whose claims been received, whether those claims were allowed or disallowed until they had been filed in court; and the present proceeding was premature so far as its ought to have the claims of the New Colaba Company now adjudicated upon. The claim of that company was not sent in until two days after their first offer of purchase had been rejected by the liquidators. It had not been fully investigated by the liquidators, but they believed it was based on erroneous principles and was many times in excess of what the company would be able to establish in the present liquidation. The New Colaba Company, the liquidators submitted, had made out no case to stop the sale of the mill. The leases did not contain any covenant in restraint of the lessees' power of assignment; and it was believed that the lessor's remedies would in no way be prejudiced by the sale, and that the purchaser would obtain no further right of removing the machinery or trade fixtures than was now possessed by the Colaba Spinning Company. The reason for which the liquidators had applied to pay the rents of the properties in full and in priority of other creditors was to prevent the New Colaba Company from exercising their power of re-entry on the properties in default of such payment; and the New Colaba Company would retain such power of re-entry unaffected by any sale or assignment of the properties. The value of the property and buildings (exclusive of the machinery and trade-fixtures removable as between landlord and tenant) is about Rs. 4,00,000; and the property and buildings are ample security for the rents reserved by the leases. The value of the mills was much depreciated by the pendency of the rule and the interim injunction, as the sale of the property was thereby prevented at a time especially favourable for such sale.

Mr. Latham proceeded to say that the rule was really obtained to coerce the Colaba Spinning Company to sell their property to the New Colaba Company. The liquidators asked six lakhs, and the New Colaba Company offered three lakhs and a half; and the offer was of course rejected. Then came an offer of four lakhs, which was also rejected, followed by the letter from Messrs. Prescot and Winter, claiming more than two crores of rupees as the total rent. With regard to the first part of the rule, Mr. Latham would ask if this was the proper time to have the claim adjudicated upon in preference to the claims of other creditors.

The Judge—Are there any claims except this?

Mr. Latham said there were about 1,100 claims aggregating about eleven lakhs of rupees. He submitted that at present the claim was entirely premature.

The judge said he saw no reason why the claim should be investigated at present in preference to other claims, because that would be to make the company secured creditors. His Lordship wished to hear what Mr. Pigot had to say.

Mr. Pigot submitted that, if the court did not intervene, they were liable to lose the value of their leasehold rights. The sale should be made with the New Calaba Company, not with a company in liquidation. The mill company contemplated its own dissolution and the sale of its property. It was a case in which the court might reasonably exercise its discretion and see that creditor's interests should be dealt with as equitably as those of the others.

The judge said the mill company did not oppose the claim of the New Colaba Company; they said the total claim for rent was premature. The latter wanted to intercept the sale, which they could not do; for they had no claim to be paid the rent until the claim had accrued due. They had a power to re-enter for arrears of rent. The rule *nisi* and injunction were discharged with costs. Counsel's costs certified.

THE INVESTITURE OF H. H. THE NAWAB OF BAHAWALPUR.

THE following is the speech of the Hon'ble the Lieutenant Governor of the Punjab on the occasion of the Investiture of His Highness the Nawab of Bahawalpur with full powers:—

NAWAB, CHIEFS, AND GENTLEMEN,—I have never felt so much pleasure in visiting Bahawalpur as on this auspicious occasion, when, representing Her Most Gracious Majesty the Queen-Empress and His Excellency the Viceroy, in this Province, the most honourable duty falls to me of placing His Highness the Nawab Muhammad S'adiq Khan on the throne of his ancestors, and conferring upon him the full powers of a Ruling Prince. It is now thirteen years since the Government of India, at the earnest and repeated request of all the leading Chiefs of Bahawalpur, the Councillors and Ministers of the Infant Nawab, and the members of his own family, consented to administer the Estate through an English Resident subordinate to the Punjab Government. At that time, in 1866, the State had for years been a prey to anarchy. The history of the reign of the father of the present Chief, from 1859 to 1866, was but a long and sad record of successive revolutions, in which the country was depopulated, the revenue lost, and prosperity impossible. From the day that the Government of the Queen-Empress extended its beneficent protection over Bahawalpur, it has enjoyed a period of unbroken tranquillity. Distinguished Officers, carefully selected, have so conducted the administration of the State as to ensure to all, Chiefs and people, peace, and the undisturbed enjoyment of their ancestral possessions, or the profits of their industry. The revenue, which could not be collected in 1865, rose in the next year of settled rule to fourteen lakhs; and has now reached the annual average rate of twenty lakhs, with the prospect of large and rapid increase. Roads, bridges, and public buildings have been constructed; the ancient canals have been enlarged and repaired; new ones have been dug; and a quarter of million of acres has been thus added to the irrigated area. The Government have not desired to save the revenue and hoard up for the Chief a useless treasure, a mere incentive to extravagance and dissipation, but have treated Bahawalpur as a wise and careful guardian would administer the estate of his ward; spending the greater portion of the surplus income on improvements which will, in the future, bring large returns. Not the least of the benefits which the Government have conferred on the State is the construction of the Indus Valley Railway, which runs for one hundred and fifty miles through the territory of the Nawab. For this work, which will add largely to the State revenue, and enable the produce of the country to be exported cheaply and profitably to the sea, no contribution has been asked from Bahawalpur. The desire of the Lieutenant-Governors of the Punjab, and of my own, not less earnest than that of my predecessors, has been so to rule Bahawalpur as to ensure the transfer of power from the British Resident to the Nawab without any dangerous shock, or break in the continuity of the administration. Such was the confusion in the State when the Government assumed direct control; such complete absence of all that can be called administration; and so great the loss, during the civil war, by death and exile, of leading and competent Chiefs, that it was imperatively necessary to introduce many officials conversant with the Land Revenue and Judicial system of British India. But it has been my endeavour, in recent years, to withdraw foreigners—European and Native—as much as possible, leaving affairs in the hands of those servants of the State who will have, under the direction of the Nawab, to conduct them hereafter. It is a grave mistake to introduce into Native States which, owing to the minority of the Chief, have come under Government control, the elaborate system and complicated rules which are found in British India. Even in our own Provinces, the efforts of Rulers and Legislators alike should be to simplify the procedure in every possible way, and prevent its becoming an intolerable burden to an uneducated population, which obeys but cannot understand it. The high standard of English civilization, polity, and jurisprudence imposes, it is true, many obligations on the Indian Government which it cannot repudiate; and compels, both in the administration of British Provinces and Feudatory States, a certain elaboration which ensures thoroughness of work and a check upon its due and proper accomplishment. But the Punjab Government, from the first days of the annexation of the Province, under a series of distinguished men—Sir Henry and Sir John Lawrence, Sir Robert Montgomery, Sir Donald McLeod, Sir Henry Durand and Sir Henry Davies—has always endeavoured to bring the Government face to face with the people, and to preserve their own peculiar customs, laws, and institutions. Native States, which, like Patiala, Kapurthala, Bahawalpur, Chamba, or Suket, have come temporarily under its direct control, have been left, under the Political Resident, to the supervision, in all departments, of their own hereditary officials, and as little interference as possible has been allowed with the immemorial customs of the country: while in those States which are under the independent rule of their own Chiefs, the Lieutenant-Governor has exercised no interference whatever; and has never suggested the appointment of Residents or Political Agents; relying upon the strong influence of the example of good government in the Punjab, and the devoted and conspicuous loyalty of these Noble Chiefs to Her Majesty the Queen. It is not without reason or special meaning that I make these remarks. I cannot but consider it an important and memorable day for the Punjab—one of those occasions on which shine out brightly, clearly, and conspicuously, the good-faith and good-will of the British Government towards the Princes of India; when a State like Bahawalpur, saved from ruin and anarchy by British intervention, is restored, on the promised day, to its hereditary ruler; renovated, prosperous and content; a happy country, and a well-disposed and orderly people, awaiting, loyally and joyfully, the inauguration of the new reign from which both we and they hope so much. The time has, I hope, passed for ever, when the Independent Chiefs of India can fear or mistrust the intentions of the paramount power. The generous promises made when the Queen-Empress, in her own name and titles, assumed the Government of Hindustan, have been fully and faithfully observed. To you Nawab, to you, Princes! who personally, or by your representatives, are present here today, I appeal—Kashmir, Patiala, Jind, Nabha, Kapurthala, Faridkot and many others. Has your connection with the British Government brought you profit or loss? You know, and the world too knows, that your dignity has been increased, your possessions extended, and your rule made perpetual and secure. The Government of Her Most Gracious Majesty, who rules over 300 millions of subjects, and of whose possessions—covering one-seventh of the earth's surface—Hindustan is but an eighth part, does not desire, Chiefs of the Punjab! to reduce your power or dignity. All that is required of you is the just and equal rule of your people and ready and willing service should at any time the Government require it. This you all know well. And

the knowledge has produced, between the British Government and the Punjab Princes, a most fruitful sympathy: well placed confidence, on the one side; on the other, a warm and hearty loyalty. I gladly avail myself of the opportunity, on this public occasion, to acknowledge the manner in which you, Nawab, and other Independent Chiefs, Sikh, Rajput and Muhammadan, responded to the call of the Government and sent your best troops for service on the Frontier, and, if necessary, in Afghanistan. His Excellency the Viceroy has most warmly and generously expressed his pleasure at the alacrity with which the Chiefs came forward to assist the Government, and the Queen-Empress has graciously sent from England her acknowledgments of the loyalty of the Punjab Chiefs. To me, who have lived so long amongst you, who have seen so many of the Ruling Chiefs grow up, almost from childhood, around me, it is a source of extreme satisfaction that the Punjab should have been both so honoured and so worthy: and it is especially a matter of joy and pride to me, as Lieutenant-Governor of this famous Province, which is, at once, the sword and the shield of India, to know that those great Princes who are in close political relations with my Government, have shown themselves worthy of trust; and that they have, in 1879, as in 1857, at the first summons, sprung to arms to redeem their pledged word and to maintain the honour of the British Crown. And now, Nawab Muhammad S'adiq Khan, I would, on behalf of His Excellency the Viceroy and myself, offer you sincere congratulations on this happy occasion. Yesterday, so to speak, you were a child; to-day you are a man, with the responsibilities and power for good or evil of a Ruling Prince; and if to-day some words of advice and admonition are mingled with my heartfelt wishes for your long life and prosperous reign, you will not think them as of ill-omen, but as the last words of affectionate warning of a father who sees his son leave the shelter of the family home for the storms and dangers of the world. Life is not all happiness and sunshine: and it is fortunate for men that it is not so, or they would lose, in selfish ease and idleness, the fortitute, energy, and perseverence which alone ennoble them. Still less is it a time of rest for a ruler who has to think for his people, and who is unworthy of his high destiny if he does not earnestly, night and day, labour for their good. Rulers exist for the good of the people, and not the people for that of their Rulers: and it is by acknowledging and practising this great truth, which is still too little understood in the world, that the Government of the Queen has secured the confidence of the many peoples, in all quarters of the world, who are content to remain under her equal rule. You, Nawab, have enjoyed all the advantages, in education and example, which the British Government could give you. Your training has been superintended by a gentleman who has been unremitting in his attention; and whom I am glad to know you propose to keep for some time longer with you, to perfect your knowledge of English, a language in which it is right and fitting that all young Chiefs should endeavour to become proficient. Colonel Minchin, who is present to-day, and to whom you and Bahawalpur owe much; and Major Grey, whom illness has unfortunately forbidden to assist at your investiture, have spared no pains to superintend your training, encourage your progress, and make you all that a Daud-putra Chief should be—a gallant gentleman, as well as an educated and enlightened Prince. To them both, as to the members of your council, with whose help you have already mastered the details of government and been associated in its practical work; Wazir Firoz-ud-din, Agha Muhammad, Rajah Fateh Khan, and Diwan Ditta Mal, I tender the thanks of Government. Nor, when acknowledgments are due, can I, or you, forget Major Beckett, Assistant Political Agent, whose care bestowed on the Bahawalpur Contingent has been rewarded by the high praise of Military authorities of its discipline and good conduct; nor Mr. Barns, whose energy and skill have covered the country with the canals which, year by year, will increase both its revenue and general prosperity. I have no occasion to exhort you, Nawab, to be loyal to the Queen-Empress, for all the traditions of your illustrious house, even before its relations became as close as they now are with the Government, and before the supremacy of the latter was extended over this Province, have been of friendship with the British, and mutual service rendered. During the first Afghan War, and during the disturbances of 1848-49, your predecessors gave great and ready aid to the British Government. I have lately been reading again Sir Herbert Edwardes' "A Year on the Punjab Frontier," a book which, if you have not yet read it, I commend to your attention. It is the work of a chivalrous soldier, a wise and noble-hearted man, and he gratefully records the valuable assistance which he received, at a critical time, from your great grandfather, Bahawal Khan. You have, in your immediate neighbours—the Chiefs of Patiala, Nabha, Jind, Kapurthala and Faridkot—further examples, both of good government, which you will do well to imitate; and of active loyalty, in which you have already shown, during the late campaign, that you will allow none to surpass you. You to-day join the illustrious company of the ruling Chiefs of the Punjab, who, in courage, loyalty, and those high qualities which befit Rulers of Men, are second to none of the Princes of India. Show yourself worthy of your companions, and of the trust which the Government reposes in you. Your welfare and the prosperity of your people will always be the object of my most anxious interest, and I shall look to you to justify my confidence in the sight of the world; and to prove, in your future life and conduct, your sincere and lasting gratitude to the British Government, with whose strength and greatness, a destiny, higher than the will of nations, has, for ever, interwoven those of yourself and your people. By Command of His Excellency the Viceroy and in the name of Her Most Gracious Majesty the Queen-Empress, I now declare you, Muhammad S'adiq Khan Bahadur, *Rukn-ud-Daulah, Nusrat-i-Jang, Hafiz-ul-Mulk, Mukhlis-ud-Daulah*, Nawab of Bahawalpur, invested with full powers, as Ruler of the Bahawalpur State.

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THE MIST NOW SPREAD OVER INDIA.

(*Spectator.*)

It is high time that the attention of the public, and if possible of statesmen, should be called to an evil which, though in part accidental, is also in part the result of design, and may prove of great moment to the Empire. It has ceased to be possible to obtain either full intelligence or independent intelligence from India. For the past five years, as all politicians are painfully aware, the importance of India as a factor in British policy has been steadily increasing. The Ministry have deliberately reduced Great Britain to the position of the brightest jewel in an Imperial Crown, and have regulated their policy with a primary view to the safety and the aggrandisement of what before their new departure was but a valuable dependency. They have endeavoured to make India bear to the United Kingdom the position which Brazil for many years bore to Portugal. Their action in Europe, their negotiations with foreign States, their attitude towards Russia, have all been governed by the assertion that India was invaluable, that India was in danger, and that India must be protected by unusual, or even adventurous, plans. Parliament has supported them, and the country is at this moment engaged in an enterprise of first-class magnitude, which may involve a most serious war, and must involve two years of costly campaigning, during which almost any misfortuen, from a second Isandlana to a second Indian Mutiny, is not only within the range of possibilities, but within the range of such possibilities as statesmen take into calculation. The public has perceived this, and "our Indian policy" is watched with an interest not displayed since 1857. Statsmen defend and attack particular plans, the few experts pour out books, pamphlets, and letters, and no Member of Parliament addresses his constituents without a few words on Afghanistan. All this while, the information accessible to the public, the record of facts, the summaries of opinion on the spot, all the usual means of forming an accurate judgment, have been slowly allowed to disappear. No regular public letters are now published from India. The journals have turned their correspondents into telegram-makers, and private letters seem so old that they are not allowed to appear. The Indian press is, for English purposes, dead. The articles are never quoted, the narratives are too old to reprint, the speculations are contradicted or confirmed before they arrive. We do not believe five persons in London not directly interested in Indian journalism could give an account of the line the Indian Press has taken about Afghanistan, or anything approaching to an accurate sketch of *present* opinion among Indian officials. No full narratives are published, no speeches, and, above all, no opinions. There does not exist in any form accessible to the public any full statement whatever of the important hill-war going on, which is apparently about to end in the abandonment to the hill-men of nearly all we gained in the last war, of the Piewar, Alikhel, and the Pass of the Shuturgardan. It is specifically stated that the orders are out for abandoning them, and that is all. In civil affairs, the want of information is complete. We know that after long and strenuous debate, the Government, by a sort of dead-heave, succeeded in carrying "Mr. Hope's Deccan Ryot Bill" into law almost unspoiled. That measure is far and away the most important, and as we think the most intelligent and original effort ever made to get rid of the mortgage difficulty in India, that singular instance of the clashing of two civilisations which made of English honesty in maintaining contracts a ruinous oppression to the people. One would have thought that in England the deliberate adoption by an English Government of the Mosaic plan of Jubilee year—which is the essential thought of this great effort—would have excited discussion and attention, but it has not been explained, save once in our own columns, and will, when the debates arrive, seem old news and be forgotten. The telegram-compiler has mastered everybody.

And the military section of the Government has mastered him. Only *one* account of Indian events which is even partially independent now reaches England. The *Times'* correspondent in Calcutta can, we presume, discuss, if needful, and sometimes he does record opinion unfavourable to the Government. But usually his telegrams are neither more nor less than careful digests of what the Viceroy wishes to be said. We do not blame him for sending that digest, in any way. The Viceroy's opinion is by far the most important factor in any Indian situation, it ought to be reflected, and it can be best reflected in the journal to which people look, first of all for the heavier news. But more is required, and as there is a limit even to what the *Times* will spend in one department, more is very seldom forthcoming. No other journal supplies Indian telegrams by the column, and no other has independent correspondents, though one man on the *Standard* succeeds by great adroitness in conveying valuabln hints. The Generals have succeeded in inducing Lord Lytton, first to prohibit the presence of independent correspondents with the armies, and then to place them under a probibitory censorship, the unhappy writers being placed under martial law, and then compelled, under those conditions, to submit all letters and telegrams to the Headquarters Staff, whose verdict, again, the proprietors at home are under written pledges to accept. Correspondence, under such circumstances, is impossible; and the home journalists, though they could baffle, or nearly baffle, all these precautions, are not yet quite prepared either for the expenditure or the risk their agents must undergo in maintaining concealed correspondence. The total result is that the public at home is dependent on short, official telegrams, which never contain more than a portion of the most visible facts—for example, we have not one intelligible word about Afghan or even Kabulee feeling as to recent events, or Yakub Khan's position, or the general attitude of the hillmen—which never report opinions, and which scrupulously conceal everything really unfavourable to the official policy. Nothing is explained, nothing is predicted, nothing stated that can be helped. We hear nothing of the condition of the Army, nothing of its health or sickness, nothing of transport, except that every delay is attributed to transport difficulties. For aught that England is allowed to hear, the operations of the great army in Afghanistan (thirty-five thousand men, in all) might be a movement of armed police, necessary to repress a riot, or an outburst such as has just taken place on a mountain-side in Assam,—about which, by the way, we are welcome to any amount of detail. The Press Commission, which this Government, in defiance of the long-continued and wise Indian tradition, under which the Government was to do as it pleased and its subjects were to talk as they pleased, has allowed to be set up, is, as regards England, entirely useless, and the British people, who have not only to pay for all, but ultimately to guide all, is left in an ignorance which no private firm would endure for a single month.

We would ask Lord Beaconsfield, who, after all, is master, and who has lived through so many wars, whether this is wise; whether he sincerely deems it expedient, in a democratic age, to sacrifice the enlightenment which is the only substantial check upon democratic action; whether he does not admit that public attention strengthens, instead of crippling, British armies. It is so, whether he believes it or not. There are evils following on the system of special correspondence, some of them in war-time considerable evils, but there are benefits which more than compensate for them. A General may now and again be hampered by fear of criticism, but the body of Generals are inspired by the presence of the eyes of the world at home. An opponent may learn something from correspondence about want of transport, but under correspondence the Transport Department is conscious of an unrelaxing, unending stimulus and pressure. Afghans may learn from letters that cholera is among the Feringhees, but the surgeons learn also that all England is behind them with sympathy, and succour, and fresh men. The help of the whole people in a country like this is an endless force, and it cannot be given, and is not given, unless the people is informed. There was no help in the Crimea until William Russell spoke out, in letters even now not forgotten. In the Khyber, he could tell us nothing under penalty of martial law. And, finally, to use the most serious argument of all, the freedom of correspondence checks cruelty. British Generals are not cruel, or their soldiers either; but both are trained to rely on force and terror as the only effective weapons, and both forget that when we have to govern half-civilised tribes, the worst beginning is to create blood-feuds. To shoot Mahommedan doctors for preaching the first article of their faith—the moral duty of subjugating the Infidel—is not statesmanship, any more than it is justice; and had free correspondents been present, they would not have been shot. As we have asked,—Is this wise? We have no sympathy whatever with the wild talk which comes from India about the "insult" to the Press involved in General Roberts's regulations. General Roberts does not want to insult Correspondents, but to prevent their appearance within his jurisdiction. Like many another good soldier, he hates them, as he hates politicians and all critical civilians, and does not understand the enormous force which, in our modern day, the opinion of a whole people, when once fully informed, can bring to his side. He sees that correspondents reveal his deficiency of quinine, and does not see that they attract quinine to his camp from all corners of the earth. He is doing his duty, as he sees it; but soldiers are the servants of statesmen, and it is the statesmen we ask whether they belived that this ostrich policy can add to the strength of their armies, and the wisdom of their Viceroys. It is the right of England to know what is doing in India, and the right is now refused.

THE BIGGEST WHEAT FARM IN AMERICA.

(*From the Times' Special Correspondent.*)

The United States, although famous for great business undertakings, have not many large wheat-growing farms. Throughout the Eastern, Middle, and even the North-Western States the ordinary grain farmer seldom possesses more than 200 acres. But here at Casselton, in Dakota Territory, in the valley of the Red River, is a striking exception—a farm of 75,000 acres held by Mr. Oliver Dalrymple. Four years ago this enormous farm was a portion of the far-reaching prairie wilderness. No evidences of human life were visible. Prairie fowls, snipe, jack rabbits, the prairie squirrel or gopher were the inhabitants; while wild ducks and geese congregated in creeks or marshy spots. A few years previously buffaloes and badgers were common, and on the untilled prairie their whitened bones lie thickly strewed. Some of the directors of the Northern Pacific Railway had acquired these lands and wisely appointed Mr. Oliver Dalrmyple their manager, with a half-share in the concern. Mr. Dalrymple brought to his serious task a goodly experience, acquired in successfully farming 6,000 acres at Lake Elmo near St. Paul, Minnesota.

On Friday, the 26th of September, the members of the Royal Commission, Messrs. Read and Pell, your

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Commissioner, and a party under the guidance of Mr. James H. Drake, assistant manager of the St. Paul and Sioux City Railway Company, were most hospitably received by Mr. Dalrymple; were driven for miles over this vast prairie farm; examined its dark friable, alluvial soil, perfectly free from stones, varying from 12in. to 20in. deep, resting upon an argillaceous clay rich in vegetable remains; gathered information as to the cost of wheat production, and speculated on the permanence of continuous wheatgrowing. The arrangements of this great farm are well considered and systematically and effectually carried out. Minor details receive more attention than on most farms of 100 acres; time and labour are everywhere economized. On one of the subdivisions of the property telephonic communication, at a cost of only $300, is established between the superintendent's office and that of his foreman; and this rapid and direct system of control is being extended throughout the whole estate. Substantial and economical wooden buildings have been erected at suitable points, consisting of houses for superintendents, sleeping and dining rooms for the men, stables, granaries, and sheds for the storing of the numerous and valuable machinery and implements, with blacksmiths' and carpenters' shops. Handy to the several buildings, wells, varying from 50ft. to 80ft. to have been dug into the sand and gravel bed which underlies the clay. On one farm avenues of trees are planted out. Amid such modern equipments and good cultivation it is difficult to realize that this busy, profitable settlement was five years ago lonely, barren prairie.

This Dalrymple property cost from 40c. to $5 per acre. There are no federal taxes; rates, mostly for school purposes, amount to 10c. per acre. The estate is partitioned into divisions of 5,000 acres, each under the management of a divisional superintendent, who has under him two foremen, one of whom, on horseback accompanies his 15 or 20 teams to work, sees to the ploughing or drilling, observes and reports as to the behaviour of the men, the condition of the animals, and the efficiency of the machinery. Each division has two or more sets of buildings, and in connexion with the principal homestead of each farm are the quarters for the men—large wooden barrack rooms, sometimes over the stables, comfortably warmed with stoves, where 50 men sleep in busy times two in a bed. Hard by are the kitchens, each with the capacity to provide for the wants of 100 men, presided over by the cook and his mate, who, on requisition through the foreman, draw supplies from the stores—flour for bread, puddings, and cakes, beef which costs fresh fully 3d. per pound, pork, bacon, cheese, and butter, tea and coffee, and other good things. But the stores, liberally provided with necessaries and luxuries, including some of the best butter and coffee we ever tasted, wisely dispense neither beer nor spirits. Three hot meals a day are provided, before 6, at noon, and at 7; meat, bread, pudddings, cakes, tea and coffee are supplied without stint. All payments are made by the bookkeeper on vouchers signed by the foreman. Men can draw their money as they please. Some take it weekly; a few spend it at the beer saloons at Casselton; others more provident, allow it to run on for weeks, or even for half a year. The rate of wages varies with the season. With board during the spring $18 a month (18s. a week) is given; during harvest wages advance to $2 25c. a day; during the thrashing season the rate is reduced to $2; during the autumn months the pay is $25. No piecework is adopted, but so thorough is the superintendence that full work is obtained from both man and beast. During harvest and thrashing, which is done out of the field, as many as 600 men are frequently employed. Even with this great accession of labourers, work proceeds systematically and harmoniously. No rows occur; brawling and fighting are extremely rare, but when they do occur it unfortunately is usually on Sunday. Dismissal for insubordination is scarcely known. Men injured or sick from causes beyond their own control are nursed and have medical attendance gratuitously. Extra men in harvest and during thrashing only receive pay for the hours they labour. So soon as frost prevents ploughing, the whole of the men on the farms are dismissed, with the exception of the divisional manager and about ten men, who each look after about 40 mules or horses, feed and water them, and turn them into a yard for a quarter of an hour's exercise night and morning. Hard as such wholesale dismissal would be in Great Britain, it is no hardship here, for these men readily find lumber work in the forests. It is obviously an enormous boon thus to get rid of men whom the farmer cannot profitably employ during the five winter months. Many an English wheat grower would gladly practise this retrenchment and send most of his staff to other vocations during the short days and bad weather of mid-winter. Twenty thousand acres are already under cultivation; 5,000 acres are broken up annually. The uncultivated portions are chiefly used in growing prairie hay and grazing the milch cows. Four hundred mules or horses are at present daily engaged ploughing the stubbles, or back-setting or cross-cutting the land broken up from prairie during the early summer months. The sod of ages is already disintegrated; the prairie grass, previously cut short by the mowing machine, is rotted. The stubbles are left of about the same length as they are in England; but since the straw is burnt it would save expense, both in reaping and thrashing, to leave a longer stubble and burn this and any weeds among it before the ploughs went to work. In one field we come upon nine double sulkey ploughs; the ground being hard owing to a month's dry weather, for mules are allotted to each. The driver mounts comfortably, as on a reaping machine, guiding his four-in-hand with reins. Instead of a coulter, these ploughs, made by John Deer, Illinois, and costing $60, have a cutting wheel. The working parts are of steel; the shares are sharpened every third or fourth day. Each of the two ploughs turns a furrow 15in. wide by 5in. deep. In another field a dozen mule teams are similarly employed. Two-and-a-half acres are at present turned over by each team daily; but when the ground is softer fully three acres are overtaken. The teams walk 17 to 20 miles daily, turn out at 6, are in the stable and fed for an hour at noon, and have four to five hours' work in the afternoon. The fields are conveniently laid out in squares of 100 acres. Some are fenced with oak posts and two strands of barbed steel wire, which keeps back cattle and horses, but not sheep and pigs, and has the disadvantage of lacerating any animal coming forcibly into contact with it. To prevent idly walking several miles to work, the teams going and returning invariably plough along the intervening fields, the twelve teams each time they go out or return contributing a broad strip of nearly 30ft. of ploughing.

The breaking up of the level prairie is neither tedious nor costly. No stones or tree roots cause breakage or delay. With the single hand ploughs and a pair of horses, or three abreast if the ground is very hard, a stout furrow, usually measuring 12in. by 4in., is turned. An acre and a half is easily overtaken in the May or June day of ten hours. Mr. Dalrymple estimates that the breaking up, allowing for wear and tear of plough and sharpening of the steel shares, which should last two seasons, costs him fully two and a half dollars. The stubble and cross-ploughing are computed to cost $1 75c. Even in this newly-settled country small farmers and others can be hired to do the ploughing, furnishing a man and pair of good horses at the cost of 12s. daily, and doing regularly their 1½ acre in a workmanlike manner.

Mr. Dalryample and Mr. Dutton, one of his intelligent and able divisional superintendents, both prefer mules to horses on account of their hardiness, endurance, equable temperament, and freedom from disease. With about an equal proportion of mules and horses they have in four years used up 16 horses, but the whole of the mules are still serviceable, excepting one, which was accidentally injured. The mules are bought chiefly at St. Louis, at five or six years old; they are 16½ to 17 hands, weigh 1,100lb. to 1,200lb., are well broken, steady workers, good-tempered and quiet, and cost on an average $140 (£28), while the transit of 1,000 mules from St. Louis home puts about $10 (40s.) more on their price. Mules and horses do not differ much in value, and are managed and fed alike. They are housed in good lofty stables, accommodating about 50, standing in pairs in 9ft. stalls. Racks and mangers are used as at home. They are tied by halters or head-stalls. The light harness used indifferently for plough and wagon, costs $23 for each animal, and is expected to last ten years. The feeding, carefully attended to by the stable "boss," consists of 12 quarts daily of mixed home-grow oats and barley, and 15lb. to 20lb. of prairie hay. During winter the amount of corn is, of course, reduced, and this five months' rest and some days' lighter labour between seasons accounts for the good looks and condition of the teams and their standing satisfactorily at busy times 11 hours' work daily.

Towards the end of March the working staff are again got together. The lumbering is finished up, and men are ready for farm work. A few of the hands of former seasons return. The gang foremen, selected for intelligence and promptitude, are appointed. The whole of the land intended for crop has been ploughed in autumn; the newly broken, as indicated, has had a second furrow, which keeps down weeds and insures more certainty of result. So soon as the frost has left the first six inches of soil, which is generally by April 1, the seeding of the wheat commences. Scotch Fife, a good, hard, thinned-skinned red variety, is used. The seed is selected from the newly broken-up land; if any cockle or other weeds are observable, they are carefully winnowed out. No dressing or pickling is adopted. During autumn or winter, in 1⅛ bushel lots, the seed for each acre is bagged up. Whenever the weather permits seeding commences. The seed is distributed by broadcast machines, 100 being at work daily for three weeks. Two hundred sets of harrows complete the operation, two or three turns being required, and Mr. Dalrymple jocosely states that he orders it "to be well done, and then give one turn more." Four harrows, united by chains, work in a set, cover 20ft., and are drawn by four mules. In each harrow are 72 round teeth; the set costs 14 to 15 dollars. Immediately after the wheat seeding, the oats and barley grown for horse provender are put in.

No horse or hand hoeing, no weeding, or any further expenses are incurred until harvest. Seasonable showers usually occur during June and July; heavy dews restore part of the moisture removed during the warm noontide. For four years the seasons have been propitious. The drought during last July occasioned, however, considerable apprehension. Prayers for rain were offered in the churches, while English farmers were imploring fine weather. Another week of scorching drought would have shrivelled up the soft, milky ears; but the much longed-for rain came seasonably. Drought is probably the chief cause of uncertainty in the American wheat yield. Hailstorms and tornados, abounding further south, are unknown here. No wire worm, weevil, or fly interfere with Mr. Dalrymple's crops; mice and rats have not yet made their home in Dakota; sparrows, larks, and rooks are equally rare. Grasshoppers did some injury in 1876, probably diminishing the yield by three bushels an acre; but Mr. Dalrymple considers that he is too far north to suffer much from the hoppers, and believes that they cannot do much damage on cultivated land, although why such marauders should spare the cultivated crops is not very evident.

Harvest begins about August 1, usually amid fine, settled Californian weather. About 300 extra men are engaged. One hundred and fifteen automatic self-binding harvesters are busily at work; 100 of these are Walter Wood's, the remainder M'Cormick's. Both are reported to do their work admirably; no objection is found to the wire binding. The grain is shocked, and cutting is overtaken in 12 days. No time or outlay is expended in stacking. The 21 steam thrashing machines made by the Buffalo Company, and costing $600, with thrasher, winower, and straw-elevator in one, are placed at convenient points throughout the fields. Ten wagons, each with a pair of horses or mules, bring up the shocks and carry off the thrashed corn in three-bushel bags an average distance of two miles to the railway cars. A gang of 25 men keep wagons and thrashing machines steadily going and deliver at the station 1,000 bushels of wheat daily. Each day the thrasher and engine, which is partially self-propelling and costs $800, is moved, so as to shorten haulage of the sheaves. Every busy day, 50 railway cars, each containing 400 bushels, are loaded and stand ready for despatch usually to Duluth, 254 miles distant, on the western corner of Lake Superior.

The crop of the present year Mr. Dalrymple states to be much the same as that of former seasons. It averages 20 bushels an acre of 60 lb. to the bushel. The natural weight is 59lb. to the bushel. As usual the produce of the newly broken-up land is best. The quality is fully as good as that of 1878. When run once through the winnower at Duluth, it will be graded No. 1 hard. Mr. Dalrymple usually sells as fast as he can deliver, but this year, holding for the rise, he has still the chief portion of his crop warehoused at Duluth. The oats are reported to yield 50 bushels to the acre and 38lb. to the bushel; last year 60 bushels were produced. The barley has not done particularly well this year; but generally runs 40 bushels. On each farm a few potatoes, cabbages, swedes, and other vegetables are grown for home use and for the cows which are kept to supply dairy produce; but wheat-growing is the great business of this great farm.

Now comes the important question of the cost of production. Mr. Dalrymple furnishes the following figures:—Land valued at $12 per acre, interest thereon at 6 per cent., 72c.; taxes and rates, 10c.; buildings, machinery, and teams, valued at $10, interest at 10 per cent., 10c.; ploughing, $3; seeds, $1 50c.; harvesting and thrashing $3: total, $8 42c.

Mr. Dalrymple thus produces an acre of wheat for less than $8½ (34s.) per acre; indeed, he asserts that hitherto the actual cost has not reached $8, excepting in the case of the first year's crop, which the extra expenses of breaking up and two ploughings advanced to $11. For four years his acreable yield has averaged 20 bushels, each of which, on the bases of the above calculation, would cost 42c., or 1s. 9d. On his own and other suitable wheat-growing farms, in favourable seasons, Mr. Dalrymple declares that the crop does not cost more than 35c. per bushel. Sold, as it readily can be at the railway station at Casselton, at 75c. to 80c., a very handsome profit is obtainable. It approaches the Dutchman's 1 per cent., which on investigation proved to be a cent. per cent. return.

But now, important alike to producer and consumer, comes the question, will these crops and profits be permanent? No symptoms of deterioration are yet apparent. The land is clean; neither twitch, thistles, nor docks appear. The chief weeds are wild cotton, barn grass, a sorrel with a yellow flower, and the Michaelmas daisies. The manure made from the stables lies about in heaps, which it is not yet thought worth while to apply. Excepting the small quantity of straw used for littering the animals, the whole produce of the 20,000 acres is burnt. The spots on which these heaps burn show no obvious difference from the rest of the field, indicating that the unassisted soil still contains phosphates and potash sufficient to grow full crops. How long the continuous corn-growing can be profitably continued is somewhat difficult to foretell. On similarly good land in various parts of the country fields are pointed out from which, without any restorative treatment, 20 consecutive crops of wheat have been reaped, and neither quantity nor quality as yet undergoes obvious diminution. Mr. Dalrymple is, however, too prudent a farmer to draw too long or deeply on the resources of his land. By ploughing year by year an inch deeper he brings up fresh plant food; by growing, at intervals probably of four years, as he purposes doing, a crop of clover, rolling it down and ploughing it in, he intends cheaply to maintain fertility. By these means and by selection and change of seed, as well as by an occasional crop of oats or barley, Mr. Dalrymple's superior management will doubtless secure a continuance of good crops for many years.

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